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Hongkong, 6th March, 1907. 42

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Hongkong, 13th March, 1907. 535

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1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
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11.45 a.m. to 12.00 Noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
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Hongkong, 9th May, 1907. 47

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Hongkong, 22nd September, 1908. a32

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Hongkong, 4th December, 1907. [a4

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Hongkong, 21st September, 1908. a1263

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Hongkong, 26th October, 1906. 729

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Hongkong, 17th September, 1908. 29

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ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On September 8, at Foochow, the wife of HUBERT HIGGS, H.B.M Consulate, of a daughter.

DEATH.

On 10th September 1908, at Kobe, after a short illness, HERMANN FREDRICH MEYERINK of Altona. Deeply regretted. [1331

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1908.

IT would certainly appear somewhat unfortunate that at the time when China is generally credited with considering seriously the desirability of introducing representative government in some form, the unfavourable side of that system has become markedly apparent in more directions than one. The state of matters in the British Parliament, where measures which are unquestionably not in accordance with the views of the nation at large have been forced through simply because the Liberal Government has so large a majority at its back, and in some instances, as for example the Old Age Pensions Bill, against the opinion of those undoubtedly best qualified to judge, is certainly not encouraging, and leads to the suggestion that there may be a limit to the principle that in the multitude of counsellors there is wisdom. This proverb is no doubt true if the counsellors are all men qualified to judge, and uninfluenced by personal considerations. But, where these two essential elements are wanting, government by mere numbers is apt to be as faulty as government by any single individual. Emerson long ago pointed out that Democracy carried to an extreme was in reality only Autocracy in another form; and of late years, there has certainly been much, not only in Great Britain but in other countries to prove the truth of this view, much as it was doubted at the time when it was pronounced. There is undoubtedly a danger that strong and well organised combination among the masses may become as oppressive as high handed action on the part of the higher classes; and it cannot be denied that in the present day this danger has become markedly apparent. The labour classes and to some extent the Socialists, have established a position such as gives them so great a power both at elections and in Parliament that any given administration is forced to accede to measures which they advocate though they may have very grave doubts as to their expediency, and even in some instances where they may be conscious of their dangerous tendency. "Measures not men" used to be the old familiar cry; but now this has to be changed into "measures not party"—to have its old significance; and the difficulty of obtaining a really representative vote upon any matter that is brought before Parliament is almost insuperable, when nine members out of ten, if not ninety-nine out of a hundred, are prepared to vote blindly with their party—and the chief object of the leaders is to keep their party in power—not to pass measures which are really to benefit the nation at large.

The necessity for due representation of all classes of the people is now so well established, and so thoroughly accepted as the only principle upon which Government can be properly conducted, that, even with such drawbacks as those which from time to time became apparent, hardly any one can be found in the present day who doubts the advantages of constitutional institutions. With those who are alive to the defects of the system in certain directions, the hope is entertained that improved education among the masses will counteract the evils, and will, in the course of time make the working classes as little disposed to pass measures of a detrimental character to the country generally as any other class; and it cannot be denied that there are apparently good grounds for this belief and for the hope that the better informed of the working classes will, in course of time, become as little disposed to pass hasty and ill-considered measures as the middle classes, in whose hands the power has hitherto mainly rested, have always shown themselves to be. This however must be a work of time, and in the interval there can be no gainsaying that there are many difficulties to be faced and overcome, and that the present state of affairs as regards representative institutions is one which may give rise to well founded anxiety even among the most liberal minded. This is of course likely to be much more the case among people like the Chinese, to whom the ideal of any organised representation of the people at large is new, especially as they have not to look very far to see an illustration of some of the dangers that have to be faced in applying such a system to a nation who have been for ages governed under an autocratic system. In Japan, however much may have been gained by the introduction of constitutional government, complaints are made in well informed directions of the same defects which have become apparent in Europe. The old respect for authority and the force of family influence on character have largely diminished, while a tendency to strikes and to other forms of resistance and insubordination has, according to all recent accounts, became increasingly manifest. Statesmen in Japan are, in fact, troubled by many of the same problems, from over demands on the part of the masses, as have caused difficulty elsewhere. That they will be able to deal with them there seems every reason to believe, but the fact of these difficulties arising both in Japan and in Europe is not likely to be overlooked by the opponents of reform in China, in whose hands it is to be feared it will be made a strong argument in a reactionary direction.

The Homeward German Mail this week leaves on Thursday.

The English Mail of the 22nd August was delivered in London on the 19th inst.

The Chief Eunuch, Ts'ui An, has been perpetually banished from the Palace.

There were no cases of plague reported in the Colony last week, but three fatal cases of cholera.

The typhoon signals were lowered yesterday before noon and the small craft returned to the harbour.

Prince Tsai Fu, son of Prince Ching, has been appointed Secretary to the Special Embassy to the United States.

No fewer than 50 gamblers fell into the hands of the police on Saturday. One "school" numbered 27 and the other 23.

Trade between Canada and the East is evidently improving. The R.M.S. *Empress of China* left Vancouver with a big cargo on the present trip.

The Bishop Hoare memorial window in the Cathedral is the work of Messrs. William Morris & Co., Ruskin House, Rochester Road, London.

Yesterday's telegram from the Manila Observatory to the American Consulate-General, Hongkong read "Cyclone or typhoon over N. China Sea, moving west."

The defence of Mr. Henry O'Shea, editor of the *China Gazette*, who is charged with libelling Judge Wilfley is in the hands of Mr. Francis Ellis and Mr. E. W. Godfrey.

The Chinese Government have protested to the British Minister against Sun Yat Sen, the leader of the Anti-dynastic movement being permitted to remain at Singapore.

There has been a very serious outbreak of bubonic plague at Tongshan, the *China Times* says. The first reports were that it was cholera, but its now fully established that it is a visitation of genuine bubonic plague.

Mr. W. Baker, eldest son of the Inspector Baker of the Hongkong Police, died at Macao on Saturday on board the steamer "Hoisang" of which he was chief engineer. He was buried at Macao. Deceased was about 26 years of age.

The death took place on September 9 at the Yokohama General Hospital, of Mr. Walter Tucker, who had been a resident of Japan for eighteen years, during which time he was continuously associated with the firm of Messrs. A. S. Rosenthal & Co.

The Annual Aquatic Sports in connection with the Victoria Recreation Club are announced for Thursday, Friday and Saturday next. The Committee regret that through lack of accommodation, they are unable to invite the ladies to be present.

The Consulate General of the Netherlands informs us that telegraphic information has been received from the Governor General of Netherlands India, that the sanitary measures adopted against Hongkong on account of plague have been withdrawn.

We are informed that it is the intention of the Pacific Mail Co., to make an intermediate steamer of the s.s. *Asia* on leaving here October 17th and thereafter. The s.s. *China* is also to be made an intermediate vessel and from December 12th next she will carry intermediate passengers only.

To-day is the birthday anniversary of Confucius and the occasion will be duly observed in Hongkong. The Chinese newspapers suspend publication for one day. Under the presidency of Mr. Lau Chu Pak the leading Chinese in the Colony assemble this morning at the Taiping Theatre where homage will be paid before a portrait of Confucius, and from noon until half-past one and from two o'clock until four speeches will be made appropriate to the occasion. A fund is being raised to erect a Confucian temple.

The first "At Home" given by H. E. Senhor Alves Roçadas, Governor of Macao, was held on Saturday, the 19th inst. Over sixty ladies an unusally large number of gentlemen were present, including a few from Hongkong, Canton and Shanghai. Senhor and Lady Roçadas by their geniality made the occasion most pleasant and enjoyable. Dancing was kept up till quite a late hour. Amongst the guests present were Senhor Moraes, Consul General for Portugal at Canton, Senhor Leiria, the Portuguese Consul at Hongkong, Major Nathan, Mr. Soares, Mr. and Miss Silva of Shanghai, and others.

Ten Chinese gentlemen severed their queues at the Sirkum Rubber Estate, Malacca, a fortnight ago. The ceremony was most interesting. Accompained by several of their friends, the party journeyed from the town to the estate in motor-cars, and the "operation" was performed by Mr. Ton Wi Yan, himself queueless, a grandson of the founder of Tan Took Seng's Hospital, Singapore. The scissors used had been purchased specially for the occasion, and they were decorated by a piece of red ribbon in honour of the event. The actual cutting of the queue did not end the ceremony; the celebrations were to extend over three days.

The new Japanese Infantry Training Manual, which has been anxiously looked forward to by all European officers for some time past, is based on the German regulations and on the lessons of the war in Manchuria. The Manual lays great stress on strict discipline, on combined action, on night exercises over every kind of ground, and on hasty entrenchments in the attack and the defence—and it bears testimony to the importance of the bayonet in the decision of victory. The Manual is the result of the work of the Committee which has been sitting at the Toyama Tactical School since the close of the campaign with Russia.

The Netherlands India Estimates for 1909 have been laid before the Dutch Parliament. The figures show a deficit of seven millions of guilders caused by extraordinary outlay. Had it not been for this outlay, the balance would have been the other way to the amount of two millions of guilders. It is not intended to increase taxation except in some of the outlying islands. The additional outlay includes the extension of education, especially among Chinese children, and railway construction in Java and Sumatra. There will be further experimenting with mechanical tin-mining in Banka. The opium, gambling and spirit farms on the East Coast of Sumatra will be extended. The Banka tin output is set at 190,000 piculs next year.

TELEGRAMS.

[REUTER'S SERVICE.]

LOCK-OUT IN LANCASHIRE.

LONDON, September 19th.

The Lancashire cotton employers have decided on a lock-out to commence on Monday, owing to the refusal of the men to agree to a five per cent reduction in wages. One hundred and fifty thousand operatives will be thrown idle.

TURKEY.

LONDON, September 19th.

The Sultan has promoted the Turkish Ambassador in London to the rank of Vizier in recognition of his services in connection with the Anglo-Turkish rapprochement.

[FROM JAPAN PAPERS.]

THE AMERICAN PRESIDENTIAL ELECTION.

New York, September 8.

On the 20th instant President Roosevelt will return to Washington to take command of the election campaign and to prepare his Message to Congress. The Message will contain a proposal for increasing the standing Army from 60,000 to 100,000 men, partly with a view to the defence of Hawaii being strengthened. To-day, a Labour festival of 40,000 workers marched in procession through New York. The Labour League now has 2,000,000 members.

A New York message says that the Presidential election campaign has now actively begun. On Saturday evening, Governor Hughes and Senator Beveridge delivered speeches at Youngstown to 12,000 employees of the steel works there. They described Mr. Bryan as a monument of political misconception and a signpost pointing to business demoralization. At the end of this month, Mr. Taft will begin a tour through all the States. Mr. Bryan will begin a three weeks' tour to-morrow. His main object is to bid for the labour and negro votes. It is extremely doubtful whether or not the Labour Party will support him, and the negroes are still hesitating as to what action they shall take.

JUMPED ON A POLICEMAN'S HEAD.

Unusual excitement attended a gambling raid which was carried out at 18 Amoy Lane on Saturday night and Sergeant Devney had a misadventure which might have ended fatally. The lukongs had filed up the narrow stairway to the upper storey where the gamblers were assembled and the sergeant stood at the entrance waiting for the stairway to be cleared before he ascended. The rush of the lukongs created consternation among the crowd upstairs and three of the number leaped out of the window. The first man alighted with both feet on the head of the sergeant, followed by another who jumped on to his shoulder. As the unlucky officer was falling to the ground in an unconscious condition the third man fell on to his back. The first man whose fall was broken was apparently unhurt, for he made good his escape. The other two however received injuries to their legs and had to be removed to the hospital. The sergeant's escape is also marvellous. The wonder is that his neck was not dislocated. He recovered consciousness in about fifteen minutes and seems little the worse for his experience.

A TRADE MARK CASE IN JAPAN.

We learn from the *Japan Mail* that decision has been given in the Patent Bureau on a protest filed by Herr J. S. Staedtler of Nuernberg against M. Takakawa, a pencil manufacturer of Osaka. On Feb. 24th 1904, the German manufacturer registered a trade-mark showing a representation of a human face within a crescent and the description "J. S. Staedtler's 'Moon'" affixed to all pencils manufactured by him. His complaint was that a Japanese registered a trade-mark consisting of a new moon with the inscription "144, T. S. Standard," and that this closely resembled his trade-mark. He further held that the registration of the Japanese trade-mark should be taken as nul and void since it would create preplexity in the public mind *vis-a-vis* the German mark. Mr. Nakamatsu, Director of the Patent Bureau, admitted the protest and ordered the Japanese manufacturer to refrain from using the trade mark on pencils made by him.

CLIMATE IN ENGLAND AND CHINA.

A Tientsin resident, Mr. H. W. D. Schmidt, writes to a London comtemporary as follows:—"Regarding the British climate: Have you ever lived in a climate which for any period of the year prevented your doing whatever had to be done, in a climate where, say, it was impossible, or at least unwise, to venture out before sundown? Do you keep half a dozen stoves going night and day for five months through the winter to warm the house?—Does your climate restrict the use of the water supply to half an hour a day on account of frost? Do you for several months have to wrap up nose and ears whenever you go outside the house? 'O fortunati nimum, sua si bona norint!' Because of the wonderful climate they enjoy, people at home look for perfection; they leave umbrellas and mackintoshes behind or forget their overcoats, and then blame the climate because they are insufficiently clad, they exaggerate the rain and cold and belittle the sun and warmth. They would have their beautiful flowers and trees, grass and crops, without the essential propagator of them; they would have, in fact, all the advantages without in any way paying for them! To one who like myself has spent seven years in Shanghai, one year in Hongkong, and who is now in a climate so dry that no grass grows at all, their attitude seems ungrateful. In these countries one has to dress specially according to seasons, where either the heat or cold required special treatment. In winter here, stoves night and day indoors for five months, outside furs; in summer, punkahs and flannels and ice for four months, enteric and dysentery. Personally I ask for nothing better, either in climate or weather, than what I experienced in 1904-5 in all parts of England and Scotland, but then you see, I hadn't been spoilt by living continually in it."

SUPREME COURT.

Monday, 21st September.

IN CRIMINAL JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

ALLEGED FALSE DECLARATION.

Lau Kin was indicted on the charge of making a false declaration at the Supreme Court on May 16th. Prisoner pleaded not guilty, and the following jurors were called:—P. R. Wolfe (foreman), K. Laurenz, F. S. Allen, G. A. Caldwell, R. C. Walker, A. E. Asger and D. W. Towne.

The Hon. Mr. Rees Davies, K.C., Attorney-General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and prisoner was not defended.

The Attorney-General stated that this was a case of making a false declaration before the Commissioner for Oaths in the register of the Supreme Court in a matter affecting probate. The indictment in perjury cases was always rather elaborate, and Counsel expected that the gentlemen of the jury would probably think, when he had related the facts connected with this case, that it was somewhat complicated. But when all the facts were laid before them it would be perfectly simple, and the issue they would have to decide was a simple one. The case arose out of the disputed ownership of a small house near Shaukiwan. It was built by a quarryman (now deceased) named Lai Leung about 15 years ago. He lived in it with his wife until his death in June 1905. The day before his death he obtained a Crown lease of the site of the house. Deceased left a widow, who was the prosecutrix in this case. At his death no administration or probate was granted in respect of this property, apparently the parties were poor, and no steps were taken to secure administration. The widow of deceased left Hongkong for a time after her husband's death, and the house in question was then taken care of by the husband of the defendant. Two years later prosecutrix returned to the Colony and lived in part of the house which, during her absence, had been divided into two parts. Defendant lived in the other part. In the spring of the present year the land bailiff discovered that part of the house was an encroachment on Crown land, and gave the widow notice to move it. Then the widow went to defendant and asked her to give up possession of her part of the house. The defendant at first refused, but was afterwards persuaded to do so by prosecutrix and probably by the influence brought to bear by the Inspector of Police at Shaukiwan. As soon as defendant left, prosecutrix let the house to another woman, and shortly afterwards a summons was issued by the magistrate, on the application of a man named Lai Leung, to eject the occupier of the house. Prosecutrix instituted inquiries and found that this man had obtained a grant of administration from the Supreme Court to the estate of deceased, alleging that he was the next of kin, and that he had registered the grant of property in his name at the Land Office. It was necessary that there should be an affidavit of identity filed before administration was granted, and the defendant, it appeared, identified this man and corroborated his petition by making a declaration before the Commissioner for Oaths to the effect that he was Lai Leung, and that he was the younger brother of deceased. Prosecutrix alleged that the petitioner was no relation whatever to her deceased husband, who never had a brother. The practical effect of this crime was to deprive prosecutrix of her property. The case was an important one because although the property in question was small, there was a serious question involved. It was therefore the duty of the Crown take up this case to protect the public against frauds of this description.

When evidence had been heard his Lordship directed the jury to find a verdict of not guilty, as there was not sufficient evidence to convict.

The jury returned a verdict accordingly, and the prisoner was discharged.

The Sessions were adjourned until this morning.

MACAO.

[FROM OUR CORRESPONDENT.]

September, 20th.

AN ICE FACTORY.

Soon Macao will be blest with an Ice works. The factory is now nearing completion, and will be in full working order by next summer.

NEWS FOR SPORTSMEN.

The abundance of snipe and other game about our neighbourhood just now is attracting the attention of sportsmen, and those who have grasped the opportunity to have a day's shooting have returned to the city well satisfied with their luck.

A DEPUTATION TO THE GOVERNOR.

The Pork dealers of the Colony have waited upon His Excellency Senhor Rocadas to complain of the treatment meted out to them by officers of the Leal Senado. It is alleged that some of the municipal police attempted to "squeeze" the dealers, but being unsuccessful got even with them in another way. Removing a pig from one of the stalls, they kept it for three days and then replaced it. Next they arrested the master of the stall, placed him before the Court on a charge of selling putrid meat, and secured a conviction. No doubt with the grievances of the pork vendors before him, His Excellency will cause searching inquiry to be made into the matter, and see that justice is done. It is high time that the Leal Senado dealt more fairly with our merchants, and took active steps to abolish the too prevalent "squeeze pidgin" among their employees.

THE HARBOUR SWIM.

AGAIN WON BY THOMAS.

Owing to paragraphs in Extras and counter reports, there was some doubt as to whether the swim across the harbour for prizes presented by the *China Mail* would take place yesterday, but an Extraordinary issued by that paper in the afternoon settled the matter, and the telephone informed sportsmen that the race would take place. About an hour before the time of starting the sea was somewhat choppy, but a heavy shower of rain fell in the interval and the water subsided considerably. The only thing that swimmers had to contend with was a rather strong current, which soon fatigued a number of the weaker men. Thirteen competitors entered for the race, and these were sent away at the Police pier, Kowloon, on the time announced for the start, by Mr. Frank Lammert. George Witchell took the outermost course to the east, while Roza Pereira struck out for the west, the remainder of the competitors swimming between the pair. Remedios took the lead, Cooke and Barros following hard behind, while Thomas whose course was more to the east, swam about level with the latter pair, his strong and well-known overarm stroke carrying him through the water at a rapid rate. Cooke, Thomas, Barros, Pereira and Remedios continued for sometime with little distance between them, but as the "Tamar" was neared Cooke and Thomas drew ahead, gradually increasing the distance which separated them from the others as the Hongkong shore was approached. Thomas kept his powerful overarm stroke going from the start at Kowloon, but Cooke's speed was only increased after passing a buoy near the "Tamar." It was too late then, however, to overhaul the marine, who touched the Praya wall at Hongkong 25 minutes after leaving the pier at Kowloon. Cooke was second home, having completed the distance in 26½ secs. after the first man. Barros got third place, Remedios fourth and Witchell fifth. The latter was ill advised as to his course, however, going too far to the eastward. Had he swam more direct, there is little doubt that he would have given a better account of himself. As Thomas touched the Praya wall the crowds on Murray Pier, on the Praya and in the V. R. C. cheered lustily, and as Cooke and Barros followed him the cheering which succeeded proved that the fight they had put up was greatly appreciated by the sportsmen who had gathered to witness the event. The starters in the race were A. Carroll and J. Clark of the 3rd Middlesex, P. M. Remedios, A. V. Barros, A. E. Thomas of H. M. S. "Tamar." A. R. Ellis, A. S. Ellis, J. M. Roza Pereira, Sapper Haller, R. E., G. Witchell, C. J. Cooke, C. Alarakia and F. C. S. Rose of the "Empress of China." The officials, who carried out their duties to the satisfaction of all concerned, were Messrs A. Rodger (President of the V.R.C.), judge; Frank Lammert (secretary of the same Club) starter; R. Witchell and T. Rutherford, referees; and T. Meek, timekeeper.

In the V.R.C. Gymnasium later, Mr. RODGER asked Mrs. Bellamy Brown to present the prizes. In doing so he said he thought all would agree with him when he said they had witnessed a very fine race which, strange to say, finished as it did on the last occasion, the first, second and third men then being in the same order. On behalf of the competitors and swimming men, he had to thank the proprietors of the *China Mail* for inaugurating this race and providing the prizes (applause). As it was a race to bring out long distance swimmers, he thought it was one that should be continued, and he was sure that the paper mentioned would see that it was (applause). He then asked Mrs. Brown, wife of the editor of that paper, to present the prizes.

This Mrs. Brown did, and as each competitor stepped forward to receive his reward the gymnasium rang with cheers which were renewed as the lady congratulated the first, second and third men.

More hearty cheers followed for Mrs. Brown and the donors of the prizes, after which

Mr. BROWN returned thanks on behalf of his wife. She had been honoured indeed, in being permitted to present the prizes, and he hoped that next year they would be able to do the same (applause).

BLED TO DEATH.

A singular accident was reported to the Wanchai police on Sunday. An engine driver in the employ of the Sugar Refinery, who lives at Tai Hang, went to wind up his eight day clock on Sunday. To do so he had to stand on a stool. The stool turned under him and in a vain effort to save himself he clutched at the door of the clock, pulling it down upon him. The glass pierced the fleshy part of his arm and he bled to death before medical assistance could reach him.

AN INTERESTING PROSECUTION.

At the Magistracy yesterday Rudolf Rehmin, second officer of the German steamer "Ambia," was charged with being in unlawful possession of a quantity of arms—four revolvers and five shot guns—and, pleading not guilty, was defended by Mr. Davidson. The prosecution deposed that the arms were found in his cabin. For the defence it was contended that Rehmin, being an officer in the service of a foreign Government, was exempt from the provisions of the Ordinance. His Worship (Mr. Kemp) questioned this point, and Mr. Davidson replied that defendant was an officer in the German naval reserve and any gentleman who bore the Kaiser's commission was an officer of a foreign Government. His Worship said that even if that were the case it would not entitle him to bring 1000 arms into the colony. Eventually the case was remanded till to-day to permit of the defendant's naval reserve papers being translated.

MARINE MAGISTRATE'S COURT.

Monday, September 21st.

BEFORE HON. COMMANDER BASIL R.H. TAYLOR, R.N. (MARINE MAGISTRATE).

MAKING FAST TO A STEAMER UNDER WAY.

Lance Sergeant Sutton prosecuted a boarding house runner for making fast his boat to the s.s. "Tjipanas" while under way, and boarding the steamer without permission.

Prosecutor stated that on boarding the "Tjipanas" the defendant was handed over to him by the master, who said he had boarded the steamer outside Lyeemun.

Defendant pleaded guilty, stating that he was told by his employer to go on board.

His Worship imposed a fine of $25, in default, one month's hard labour.

AN AIDER AND COUNSELLOR.

Tung Ting Chi was charged with aiding and counselling the defendant in the previous case to board the "Tjipanas" without permission.

Defendant stated that he had some friends coming from Singapore, and sent his runner to meet them.

The hearing was adjourned until Wednesday.

REFUSED TO STOP.

Lance Sergeant Counsell proceeded against Ma San Hi, a fisherman, for failing to stop his boat when called upon to do so by a police officer at Saikung.

The Sergeant stated that when off Punlowan on the afternoon of the 17th inst. he saw defendant's fishing junk with a small boat lying alongside into which something was being passed. The defendant got into the boat and pulled away as fast as he could. Witness followed in the Harbour Department gig, hailing him to stop as he had suspicions that the boat contained dynamite. Defendant refused to stop.

A fine of $5 was imposed, the alternative being 14 days' imprisonment.

DUMPING GOODS TO PREVENT SEIZURE.

A fisherman named Ma Fat was proceeded against by Sergeant Counsell for throwing goods into the water to prevent seizure by the police.

Prosecutor stated that while pursuing the sampan mentioned in the previous case he saw defendant drop a tin quietly over the side. Witness picked it up and found it contained some pieces of paper, which were obviously dynamite wrappers.

Defendant said he used the tin in question for smoking. He threw it away because it was too old.

His Worship imposed fine of $25, the alternative being one month's imprisonment.

THE WRIGHT AEROPLANE.—

The following telegram dated the 10th inst. appeared in the Japan papers:—

It is reported from New York that Mr. Orwell Wright has made two flights with the most successful results ever attained by an aeroplane. During the first he remained in the air for 57 minutes 31 seconds, and in the second for 62 minutes 15 seconds. His reason for then descending was simply that he was fatigued by the management of the machine. The height from the ground ranged from ten to one hundred and fifty feet. The aeroplane proved to be in all respects satisfactory, and Mr. Wright's management of it was wonderfully skilful. By these performances Mr. Orwell Wright has surpassed his brother Wilbur, who who stayed in the air for 38 minutes during the best flight he has yet made (fifteen miles at Le Mans, France).

The precise nature of the accident which has destroyed Mr. Orville Wright's aeroplane has not been stated in the telegrams announcing the disaster. French criticisms have been to the effect that the management of the American machine requires the greatest experience and the nicest dexterity, and that a moment's inattention would endanger the driver's life. The starting arrangements have also been criticised as startling.

Mr. Wilbur Wright recently made some interesting statements to a representative of the Paris edition of the *New York Herald*, at Le Mans:—"My impression of flight, in its most perfect form," said Mr. Wilbur Wright, "is flight without the use of a motor. At the present time it is essential to employ some method of propulsion through the air, because we do not know enough about the science of flying to do otherwise. Some day we shall learn more about the subject, and then will come the great buzzard flying, the great revolution I refer to. If you watch the buzzard flying, and there are many of them in our district in America, you will see that under most conditions he expends exceedingly little energy. He does what we would like to do. He takes advantage of the rising currents of air in order to mount aloft and then, when he has attained a considerable height, he planes forward with outstretched wings, covering many miles sometimes before he is near the ground. Then, if he wishes to go still further, he again profits by a rising eddy of wind, and again lets himself glide downwards, when the moment has come. His output of force is practically *nil*; he merely balances himself. We already know that the wind travels in eddies, or spirals, which are conelike in form, and on which all manner of objects are carried upwards. These currents of air are just the things which disturb us when we fly under present conditions, because we have to pass through them and counteract their influence by mechanical means. When the art is developed they will aid us rather than annoy us. It is when there is almost an absence of wind that these spirals become more pronounced. When the wind is very strong they do not take the same form, and consequently are not of the same value for lifting purposes. The buzzard does not go out in high winds. When we study the question we find that most birds remain under shelter when the wind attains anything like a considerable force, and that is why we claim that, with one of our present machines and with reasonable practice, we can remain out flying as long as the birds."

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Hair Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 622

BRITISH NAVAL POLICY.

THE PROPOSED BIG LOAN.

The announcement made by the London *Daily Telegraph* was as follows:—

A well-informed Correspondent writes: It is understood that the Government have under consideration a proposal to raise a large loan in view of the renewed competition in naval armaments abroad. Proposals to this end have been put forward by financiers of the highest standing, who, it is stated, have undertaken to find £100,000,000, on nominal terms, so as to meet the necessities of the fleet in the next few years without disorganising the annual Budgets or casting a heavy burden on the present generation.

There is no idea of a Naval Defence Act on the lines of that introduced by Lord George Hamilton in the spring of 1889. This measure was brought forward to overtake arrears of shipbuilding which had accumulated during a period of unprecedented activity abroad. It specified the sum which was to be spent in a limited number of years, and the manner in which it should be used. The requirements of the Navy were known, because its deficiencies were apparent and it was common knowledge that the Admiralty regarded the then existing situation with the gravest concern. The relative strength of the Fleet had fallen year by year until it barely exceeded that of one European Power alone, France. The Naval Defence Act was framed to make good this leeway.

In the present circumstances the conditions are different in all essentials. It is admitted that the Navy is now well up to a two-Power standard. In the present international situation no greater margin of strength is considered necessary. But that superiority is seriously challenged by the programmes which have been adopted by other Powers, and specifically by the amended German Navy Act passed this spring. Under this scheme Germany has laid down or ordered ten vessels of the Dreadnought type, and next year proposes to begin in construction of four more. In other countries renewed activity in shipbuilding has occurred, the exact scope of which has not been finally settled. In these conditions a Naval Defence Act, framed on the lines of the measure of 1889, specifying the number of men-of-war to be built, and their types, cannot be brought forward. The future requirements of the Navy cannot be stated until foreign programmes have crystalised. It is consequently impossible to foresee exactly how many men-of-war—battleships, cruisers and torpedo craft—will have to be ordered for the British Navy in 1910, much less in 1912, or 1913. On the other hand, it is already evident the unless this rivalry can be checked the expenditure on the British Navy must be largely increased.

TO PROMOTE DISARMAMENT.

The proposal now under consideration is a simple one. It would be a declaration, translated into terms of cash, of the country's intention to maintain the two-Power standard at all costs. There is no leeway to make up, but there is a future to be safeguarded. Not only in this country, but throughout the world, there has been a deeply-seated impression that the Government are not sincerely attached to the two-Power standard, and that for party ends they may whittle it down. By setting aside £100,000,000 for the Fleet they would advertise their policy in every newspaper in the world, and in all the deliberative assemblies, until it became world-notorious.

Such a loan would not be hypothecated in advance, as in the case of the Naval Defence Act. It would form a fund, which would be drawn upon as required by the Government of the day. There is no idea of fixing the expenditure year by year for a long period in advance. Navy estimates would be introduced each spring as usual, making provision for only one year's shipbuilding programme. But any outlay above the normal sum which might be required would be taken from the loan fund. The whole of the expenditure would come under review by the House of Commons, as at present, but only the normal expenditure would be met out of revenue, and the remainder would be available from the loan fund.

Since the two-Power standard is an automatic barometer, registering the activity of rival Powers, if they accepted the warning and refrained from exaggerated programmes of shipbuilding, the British Naval Fund would remain intact. It would be a standing reminder to all and sundry that whatever the financial embarrassments of the moment the money was available instantly for meeting rivalry. It may be added that those who favour this scheme of what may be termed "High Finance" do not admit that the Government is in such straitened circumstances that it could not provide the next year's necessarily high expenditure out of revenue. The scheme is put forward in no spirit of financial despair, but in the hope that it would check, by its sheer financial boldness, the renewed competition in naval power. It would banish all possibility of misunderstanding as to the intentions of the British people. In these circumstances, it would be known throughout the world that the more was devoted to her fleet, by this or that country, the more would be spent in maintaining the British Fleet and therefore in the end no nation would be any better off in comparison with British power.

INFLUENTIAL SUPPORT.

It may be added that this proposal has already received the support of an influential section of the Cabinet, who are determined to omit no steps to check the increasing expenditure on the Fleet, which is being forced upon this country by foreign rivalry. Kind words at Peace Conferences, even the offer of a Dreadnought, have been unavailing. Now they urge an attempt should be made by such a decisive financial coup, as has been outlined. It is noteworthy, in view of the close relations existing between the Government and the *Westminster Gazette*, that that journal should have devoted its leading article on Saturday to pleading, in guarded terms, for the adaptation of a loan scheme. The article may or may not be merely a ballon d'essai, but in either case its arguments possess considerable significance. In discussing Anglo-German relations, our contemporary remarked:

"The constant comparison of forces and the constant appearance of rivalry which this process must involve cannot make for friendship, and may easily sharpen antagonism. It seems to us time to consider whether next year we should not wind up the whole affair by one programme, financed, if need be, by a loan, which will save us at least from the annual recurrence of this controversy for the subsequent three years. We know the objections to a loan—the wastefulness and even the absurdity of raising debt with one hand while we are paying it off with the other—nor do we forget the perfectly valid pleas which have been entered against rigid programmes. But political considerations enter into this matter which may outweigh these objections. . . . The loan which we are contemplating would not necessarily relieve the Government from financing the four-years' programme out of the revenue of the four years; but it would, we hope, put an end to a mischievous and possibly dangerous controversy, and make clear to all parties what, if the situation remains unchanged on the other side, will be our course of action during the period covered."

Doubt may be expressed whether our contemporary, in its reference to a four years' programme, to be introduced in the spring, is not advocating a departure from naval policy, which would be stoutly opposed; however favourably a naval loan may be regarded. Such a Quadrennial might lead to an abandonment of the two-Power standard, if, during its course, other nations expanded their programmes, whereas a Naval Loan, unappropriated in advance would not interfere with the flexibility of the British arrangements to meet instantly any such menace.

PROGRESS OF THE GERMAN FLEET.

In view of current discussions, it may be explained that the amended German Navy Act, passed this spring, made definite provision for the building of the following ships:

	Battleships.	Battleship-Cruisers.	Small Cruisers.	Destroyers.
1903	3	1	2	12
1909	3	1	2	12
1910	3	1	2	12
1911	3	1	2	12
1912	1	1	2	12
1913	1	1	2	12
1914	1	1	2	12
1915	1	1	2	12
1916	1	1	2	12
1917	1	1	2	12
Total	18	10	20	120

The aim of the Act is to bring up the strength of the German fleet in modern armoured ships—that is less than 20 years old—to

38 battleships.
20 large cruisers—including ten ships like the British Indomitable.
38 smaller cruisers.
144 torpedo-boat destroyers.

At the present moment Germany has under construction four Dreadnoughts of the 1906 and 1907 programmes, one Indomitable, and one somewhat less powerful armoured cruiser, the Blucher, six smaller cruisers, and 24 torpedo-boat destroyers, besides two submarines; while the Reichstag provided £342,636 this year for further construction of submarines. Three more Dreadnoughts of the 1908 programme have been ordered, and the order for a fourth will be placed shortly, bringing up the total number to ten, of which three have been launched this year.

The British Navy possesses four Dreadnought ships—including three Indomitables—ready, or nearly ready, for sea service, three more Dreadnoughts which are to join the Home Fleet in the spring, three which are to be launched in the coming winter, and two which will be laid down at the turn of the year—making a total of twelve.

In ships of earlier design the British Navy has a great superiority.

SHIPPING SUBSIDIES IN JAPAN.

ABOLITION OF SPECIAL BOUNTY URGED.

The *Tokyo Asahi* has an article in which it urges the Government to discontinue the payment of a bounty for the European, American, and Australian shipping lines. According to the Budget for the current fiscal year the total amount of shipping subsidies is estimated at twelve million yen. Unless the law relating to shipping subsidies is amended there is no doubt that the expenditure will steadily go on increasing year after year. As the first step towards the readjustment of finance it is advisable that the bounties now paid for the regular lines abroad should be abolished. Fortunately the contracts for subsidising these lines come to an end at the end of 1909, so that a decision should be taken not to renew the contracts. The Government is now paying a certain amount of bounty to the services to Europe, America, and Australia, in order to develop trade with those continents, but the amount of subsidy paid is rather excessive, and a return commensurate with the outlay is not to be obtained. The Company concerned may put vessels of an obsolete type on the lines, and however unnecessary or unproductive some of the regular lines may be, the Government is bound to pay the stipulated amount of bounty so long as the contracts remain in force. Not only so, but a company which has the advantage of such protection tends to crush the competition of unprotected ships, and is thereby hampering the healthy development of the maritime industry of the country. In such circumstances it is advisable that, in the next session the Diet should not vote a renewal of the contracts if the matter comes before the Houses for approval.

It may be contended, continues the Tokyo journal, that the discontinuance of the subsidy on these regular lines will have the effect of atrophying the shipping industry which has been nurtured at the expenditure of so much money. Such, however, will not be the case. Even though the grant of the special bounty be rescinded, the shipowners can obtain a subsidy under the provisions of the Navigation Encouragement Law, though this law also requires amendment. The grant provided under this law is on such a liberal scale that the shipowners will not suffer from the want of encouragement on the special bounty being abolished. Japan is at present paying Y4,300,000 annually for the maintenance of he three lines mentioned. That a company with a capital of 22 million yen can enjoy a Government grant of over five million yen annually is perhaps without a parallel in the world, and is evidently an abuse of the principle of protection. he Government should either totally abolish the special bounty, or, if there are circumstances which necessitate some grant, the expenditure should be greatly cut down. At the same time the Navigation Encouragement Law should also be revised so as to meet the needs of the present situation.—*Japan Chronicle.*

BOAT THAT LEAPS.

A new craft, of remarkable appearance and action, which darted about the water at a speed which was little short of marvellous, furnished quite a sensation at Cowes recently.

This extraordinary vessel was a hydroplane, designed and constructed by Major Le Las. She looks, says a contemporary, something like a river punt, is about fourteen feet in length, and is decked fore and aft, having some machinery installed on her floor amidships. There are two rudders astern and the propeller thrusts itself downwards into the sea. The little craft glides over the water rather than through it, and in order to do this she has a flat bottom and is of remarkable lightness with the largest available propulsive power. The motor works directly on the shaft without any clutch. Hydroplanes of different sizes and horsepower are said to have shown themselves capable of doing twenty-five, and thirty-seven miles an hour.

The conspicuous features about the boat skimming the Solent—apart from her extraordinary speed—were that when travelling she was clear of the water for quite half her length, and that she seemed at times to get along by a succession of leaps. It is expected that such craft may be usefully employed in the work of exploration.

WEIHAIWEI.

Concluding his report on Weihaiwei for 1907, Mr. J. H. Stewart-Lockhart, the Commissioner, says:—

Although the general trade of Weihaiwei does not improve, the natives of the territory show signs of a gradually increasing prosperity, which is to a great extent due to the series of good harvests which they have enjoyed ever since the British flag was hoisted here. The value of agricultural land has risen greatly during the past few years, which has led to an eagerness to redeem mortgaged lands. Perhaps one of the surest indications of an advance in prosperity is shown by the fact that the gradual increase of prices for goods of almost every description, including Chinese necessaries, appears to produce no change for the worse in the normal standard of living among the larger proportion of the population. Apart from the good harvests the comparative prosperity of the present time is also partly due to the visits of the British fleet, which, however, have been neither so long nor so frequent in recent times as they were formerly. But the prosperity of the people is due still more to the small but steady stream of money that flows into this territory from Manchuria. Many labourers from Weihaiwei find work in that country and always maintain connection with their old village home, to which many eventually return with large savings. It may be added, too, that a small portion of the money earned and saved by Chinese coolies, natives of Weihaiwei, who went to South Africa, is now circulating in this territory.

Most friendly relations have been maintained during the past year between the officers of this Government and the Chinese Officials in the districts coterminous with this territory. The latter have always shown themselves willing to render assistance in all cases in which their co-operation has been invited. In fact, during the past six years the most harmonious relations have always existed between the representatives of the Government of China in the province of Shantung and the Government of Weihaiwei.

FRUIT-GROWING AND AFFORESTATION.

Fruit cultivation in Weihaiwei, reports the Commissioner, has now been in progress long enough to prove that apples, pears, plums, grapes, gooseberries, and black currants can all be successfully and profitably produced.

With regard to apples, it has been found that while most English varieties fail to keep, several American apples have kept very well. In particular, the Newtown Pippin keeps well into March, and its culture on a large scale should prove very profitable, as it could be shipped to markets more distant than Shanghai, possibly as far as Singapore.

Grapes ripened perfectly, and should prove to be one of the most profitable fruits, as it would give a quicker return than most other kinds.

Peaches and nectarines were small and disappointing, although the trees grew very well. This fruit may, however, improve when the trees are older.

Apricots cropped freely, but the fruit was small and nearly all spoilt by heavy rain.

Raspberries have not proved hardy, the canes having been all killed by the winter.

Figs also suffer from the cold, and in consequence the spring crop in lost.

There seems to be no doubt that Weihaiwei could be made a profitable centre for growing fruit, but there is no sign of either Europeans or Chinese being willing to come forward to invest capital here in fruit, or, indeed, in any other enterprise.

Afforestation was proceeded with on a small scale. As the plan of raising fir trees from seed had proved a failure, 150,000 one-year-old seedlings of *Pinus massoniana* were imported from Japan and have done well. About 2,000 firs raised by General Sir Arthur Dorward when Commissioner of this territory were planted out on the Island. Acacias, willows, and planes have been planted for avenues, and have all done well. The acacia in particular makes very free growth, and seems to be the most suitable free tree for plantation and avenues.

The only two flowering and ornamental shrubs which have proved really useful, in addition to those mentioned in last year's report are the *Sea Buckthorn* and *Pyracantha Lelandii*.

Of evergreens, the common green *Euonymus* and *Pittosporum* are the most useful. Laurels and other evergreens have proved failures.

Roses have grown and flowered well and herbaceous flowers have proved successful.

Many seeds of local trees and shrubs have been collected, and propagation from stock of various shrubs is being steadily carried on.

The appearance of the hills could be much improved by afforestation, but this would necessitate tree planting on a much larger scale than can be afforded by a territory which is not self-supporting.

RETIREMENT OF THE OLDEST CUSTOMS COMMISSIONER.

Mr. Edward Bangs Drew, whose resignation from the Imperial Maritime Customs occurred last month while he was on furlough in America, was the senior Commissioner in the Service, having joined in 1865 as one of three young men then recruited in the United States for the Chinese Customs, the others being Mr. E. . . Taintor, who died at Shanghai in 1878, and Mr. F. E. Woodruff who resigned in 1897 and is living at home. Mr. Drew was born at Orleans, Massachusetts, U.S.A., in 1843 and graduated from Harvard College in 1865, obtaining the M. A. degree three years later. After studying Chinese for two years at Chefoo and Peking he was appointed Acting Commissioner of Customs at Chinkiang in 1867, and Commissioner at Kinkiang in 1868. He was subsequently in charge at many ports, among them Foochow, Chefoo, Ningpo, Canton and Tientsin, was Statistical Secretary at Shanghai from 1882 to 1887 and Chief Secretary at Peking from 1889 to 1893. He had been detached in 1871 to accompany Mr. Low, the American Minister, as Secretary of Legation with the U. S fleet in its fruitless attempt to open Korea, was a member of the Chinese Commissions to the Expositions of Vienna (1873) Philadelphia (1876) and Paris (1900), and was attached as Secretary of Embassy to the late Viceroy Li Hungchang during the visit of the latter to the U. S. and Canada in 1896. He also shared the vicissitudes and anxieties of the Boxer siege of Tientsin in 1900. He holds the Brevet Briton of the Second Class, the Double Dragon Second Division, Second Class, and Kung P'ai of the First Class, from China, and is a Chevalier of the Order of Francis Joseph, Austria. Mr. Drew was married in 1874; his eldest son is a civil engineer and his younger son is now at Harvard University. Of his four daughters one is married in India and one in America. Mr. and Mrs. Drew will continue for some time to make their home at Cambridge, Massachusetts, but he hopes in a few years to revisit the Far East and look up his friends here. —*N.-C. Daily News.*

IND COOPE'S STOUT.

LIGHT PALATABLE AND WHOLESOME.

QUALITY AND CONDITION UNEXCELLED.

PER DOZEN QUARTS	$4.15
" " PINTS	2.35
" " SPLITS	1.50

SOLE AGENTS—

H. PRICE & CO., LTD.

TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th September, 1908. 35

SHIPPING RINGS.

REPORT BY THE SINGAPORE REGISTRAR OF IMPORTS AND EXPORTS.

Among papers laid on the table at the Straits Legislative Council meeting last week was a report on Shipping Freight Conferences operating in the Straits Settlements, prepared by Mr. A. Stuart, Registrar of Imports and Exports.

In the second paragraph, Mr. Stuart states that he welcomes the enquiry as most desirable in the interests of this Colony, whose trade is being throttled by a number of so-called Conferences, which are worked in the interest of ship-owners, who have little concern in its welfare except as a source of profit, because the cargo has to go forward, if not from here, from other ports of call or outports, where their agents are prepared to grant through bills of lading often at the same rates of freight.

The majority of those forming the Committees of the Chambers of Commerce belong to firms in receipt of special or secret rebates, and therefore can hardly be expected to express their views without bias.

SINGAPORE, PENANG AND BANGKOK.

There are in Singapore and Penang known to be five Shipping Rings, besides which the rebate system is in operation to Rangoon and Bangkok.

The first and most important is that termed "The Straits Homeward Conference," which is a combination of steamship owners and merchants, most of whom are steamship agents, and the operations of which extend to European ports.

That the Conference could not have been successfully carried on for so many years, if special advantages in the form of secret rebates had not been granted to the larger firms, goes without saying, for the latter generally hold steamship agencies and the commissions gained on this portion of their business, combined with a share in five per cent. of all freights from the Straits, seem too great advantages to risk losing, by chartering vessels or otherwise encouraging competition.

This Conference has been the subject of consideration by a Commission appointed early in 1902 to report how the trade of the Colony was affected by its operations, since which year its character and policy have not altered; the only change being in the frequent raising and lowering of rates based on some principle known only to the members.

Mr. Stuart gives a resumé of the Commission's findings and reviews them extensively. He points out that the position as regards the fact that merchants in Singapore have practically no option but to ship their goods by steamers of Conference lines is unchanged, and no attempts have been made to attract other vessels by means of subsidies or otherwise, the loss of rebate being too serious to incur and the larger independent firms too few in number.

When the Conference began operations, it raised rates to what may be presumed to be a fair level, 20s to London for general cargo, 22s. 6d. to Liverpool, and 20s. to the Continent, excluding Havre, Bremen and Hamburg, and as the admitted object was to raise freights to a fair paying level, either it did so, or failed to carry out the purpose for which it was established.

BLEEDING CARGO.

There is, however, ample evidence to show that the policy has been not to charge fair rates but to "bleed" cargo. Thus in May, 1900, the freight on tin was raised from 27s. 6d. to 40s. Now, this is an excellent class of cargo, easily handled, stowed and seldom lost, and as one ton occupies eight cubic feet the ship-owner no doubt rejoiced at the prospects of receiving over £12 per 50 cubic feet.

The Managing Director of the Smelting Company which deals with over two-thirds of the production, threatened so successfully to sell in London, and thus deprive the local members of the Conference who are merchants of the handling of this trade, that in one week the old rate was reverted to. The same policy was again pursued in November, 1906, when the article was raised by 5s. and again the energetic remonstrance of the gentleman now holding this position in the Company, and by much the same tactics, compelled the Conference to reduce the rate not only by the new addition but by 7s. 6d.—or 2s. 6d. less.

It has not been denied that other ports not so favourably situated enjoyed lower rates, and it is on record that only last year from the port of Macassar, which is further from the market of consumption, rattans were being sent as dunnage at 45s. per 20 cwt, against 75s. charged in Singapore. A protest of shippers here resulted in the rate being raised to the Singapore level.

The expansion of such a place as Macassar, which, like Singapore, is not a producer, but collects from other places, is attributed by some to better shipping and banking facilities, and the position now taken up by Conference apologists is that expansion of other eastern places and consequent direct dealing with Europe would have occurred in the ordinary course, though it may be Conference operations have hastened the inevitable.

SINGAPORE'S RIGHT.

But, as is well known, the demand for outward tonnage from Europe to the Far East is far in excess of homeward requirements; therefore the position of Singapore, lying in the mainway of this ocean trade, entitled it to look for cheaper freights than places lying in distant seas out of the direct route, and even a level market with equal freights is an injustice to this port, which, by its facilities for loading, cheaper coal, quicker despatch, and fine harbour is far in advance of most of its competitors.

Considering our proximity to home markets by over a thousand miles compared with Macassar and the exceptional circumstances above stated, Singapore should be in a position to attract trade, but the Conference has been to throw away our natural advantages by taking cargo at less rates than ruling at this port, which, however, the steamer generally touches at en route to Europe.

Mr. Stuart gives an example of the manner in which foreign interests are fostered, with the explanation that the Conference does not confine its tenderness in the interests of American consumers to one article, but that the obliging British shop-owners would carry on January 1st of this year any description of produce to London at the quoted rate, and there tranship it from one vessel to another and carry it more than 8,000 miles further, to Boston or Philadelphia for 1s. additional. Great Britain, as a distributor, has lost ground, largely owing to the more favourable rates to America and the Continent.

With such a large number of interested lines, British vessels belonging to the Glen, Ben and Shire Companies for some years took little or no cargo from Singapore, but searched at other places as far distant as the Pacific Coast, the Philippines and so forth, for freight taken, it is needless to say, at competitive rates.

No doubt they were recompensed by a share in the profits realised by the Conference after deduction of ten per cent. to shippers on cargo consigned, the secret 5 per cent. on all Straits freights paid to some of the principal merchants here, and the amount which was presumed to be fair and adequate for the carriage home by the various vessels; but details of the inner working of the Ring have never become public.

In a summary at the end of the report, Mr. Stuart shows that the total net loss of produce trade from Singapore during the ten years under Conference operation is 5,746,000 piculs (excluding articles showing values only and jelutong a new trade), and he states that the making deferred rebates illegal has been suggested as a practical remedy, which, however, might be paid from a foreign country and thus present difficulties in obtaining the necessary evidence.

The fixing of fair freights by Government and taxing heavily all amounts over those rates, which would be utilised to encourage other lines to freely enter the market, is another suggestion; but these points have no special application to this locality only.

BABY'S TERRIBLE PAIN AND ITCHING

Head Encrusted with Humour—Wore a Cap to Stop Scratching—Could not Sleep—Her Sickening Suffering Lasted Ten Months.

FATHER WRITES OF CURE BY CUTICURA

"My little girl, aged three, had a splendid cure by the use of the Cuticura Remedies. She had a fall from a chair, three nails penetrating her head. She was under medical care but the head became worse until the whole top and back of it were a mass of scab. The poor child could not sleep, and we had to cover her head with a special cap to prevent her scratching it in her pain. I felt sick at the sight of it until I commenced to use Cuticura Soap and Cuticura Ointment after the child had suffered about ten months. From the moment that Cuticura was used until she was completely cured her head progressed, and one tablet of Cuticura Soap and one box of Cuticura Ointment cured her. I am extremely sorry that I did not try Cuticura before, as I am certain that the pain in her head caused my child to go cross-eyed. I have great faith in Cuticura Soap and Ointment. J. H. Phipps, Coventry Rd., Coleshill, Warwickshire, Eng., Dec. 15, 1907."

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

WIND RASHES

And Irritations of the Skin

Soothed by Cuticura.

Warm baths with Cuticura Soap and gentle applications of Cuticura Ointment, the great Skin Cure, instantly relieve and point to a speedy cure of the rashes, itchings, irritations, inflammations, chafings, lameness and soreness incidental to outdoor exercise. For preserving, purifying and beautifying the skin, scalp, hair and hands, for sanative, antiseptic cleansing, as well as for eczemas, humours, pimples, blackheads and other torturing, disfiguring affections of the skin, Cuticura Soap and Ointment are priceless.

Cuticura Remedies are sold throughout the world. Principal depots: London, 27, Charterhouse Sq.; Paris, 6, Rue de la Paix; Australia, R. Towns & Co., Sydney; So. Africa, Lennon, Ltd., Cape Town, etc.; Japan, Maruya, Ltd., Tokio; U.S.A., Potter Drug & Chem. Corp., Sole Props., Boston.

48—3

WEATHER REPORT.

On the 21st at 6.00 a.m.—Black South Cone and Black Ball hoisted (indicates a typhoon S.W. of Colony within 100 miles).

At 11.55 a.m.—Signals lowered.

The barometer has risen slightly over the S. coast of China, Formosa and the Philippines, and fallen considerably in Tongking.

The typhoon is approaching the S.E. coast of Hainam. It seems likely to reach the neighbourhood of Haiphong by to-morrow.

Pressure has increased considerably over Japan the northern depression having moved away to the N.E.

Pressure remains high over the Pacific in the neighbourhood of the Bonins and over Central China.

Bad weather will continue to prevail over the N.W. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.43 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, strong to mod'te; squally, showery.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks	Same as No 1.
South coast of China between Hongkong and Hainan	Cyclonic gales.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued, until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address: PRESS. *Codes: A.B.C., 5th Ed. Lieber's.*

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

COLONIAL SECRETARY'S DEPT.

WITH Reference to GOVERNMENT NOTIFICATION, No. 492 of 13th July, 1908, which is hereby Cancelled, it IS NOTIFIED that, on and after 1st January, 1909, the FEES (payable monthly) at QUEEN'S COLLEGE will be $48 per annum in all Classes.

F. H. MAY,
Colonial Secretary.

Hongkong 22nd September, 1908. 1332

E. R.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 18th October, 1908, viz.:—

TEAK, AMERICAN FIR or OREGON PINE, CAMPHOR WOOD, HARD WOODS } Baulk, Thickstuff, Scantling, Plank, and Board.

OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which will be received till Noon on 1st proximo, should be sealed and addressed to the Naval Store Officer, H.M. Naval Yard. The lowest or any Tender will not necessarily be accepted.

H. RISSLAND,
Naval Store Officer.

Hongkong, 22nd September, 1908. 1333

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THE ANNUAL AQUATIC SPORTS under the auspices of the above Club will be held on THURSDAY, FRIDAY and SATURDAY, the 24th, 25th and 26th September, commencing on the first two days at 5 P.M. and on the third at 4.30 P.M.

The Committee regret, through lack of accommodation, that they are unable to invite the ladies of Hongkong.

F. LAMMERT,
Hon. Secretary.

Hongkong, 22nd September, 1908. 1334

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 1.30 P.M., at the Office of the JOCKEY CLUB on the Ground floor of the Hongkong Club Annexe, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd September, 1908. 1345

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH"

Captain E. Malchow, will leave on THURSDAY, the 24th inst., at NOON.

NORDDEUTSCHER LLOYD.
MELCHERS & Co., Agents.

Hongkong, 21st September, 1908. 5

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain HOLMES will be despatched as above on THURSDAY, the 15th October at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd September, 1908. 1336

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 19th September, 1908. 1308

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Office-bearers for the ensuing year, &c.

DAVID WOOD,
Acting Hon. Secretary.

Hongkong, 3rd September, 1908. 1259

THE ROYAL HONGKONG YACHT CLUB.

THE ANNUAL GENERAL MEETING of the Club will be held in Cricket Club Pavilion on MONDAY, the 28th inst., at 5.15 P.M.

By Order of the Committee,
HEDLEY G. WHITE,
Hon. Secretary.

Hongkong, 21st September, 1908. 1324

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH DRAWING of Sixty-five DEBENTURES of the HONGKONG CLUB (1896 issue—$100 each) was held in the HONGKONG CLUB HOUSE on SATURDAY, 19th September, when the following Debentures were DRAWN for Redemption:—

2	241	683	1159	1668
12	265	728	1204	1686
20	300	759	1228	1708
37	373	762	1230	1765
40	386	781	1288	1769
45	469	894	1341	1808
57	485	896	1385	1814
75	555	958	1466	1842
114	563	986	1516	1871
169	568	989	1552	1910
211	590	1039	1576	1974
212	606	1041	1608	1984
238	667	1115	1662	1987

and will be Payable at the Hongkong and Shanghai Banking Corporation on WEDNESDAY, the 30th September, 1908, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Acting Secretary.

Hongkong, 9th September, 1908. 1328

CHINA EXPRESS CO.,
3, DUDDELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOERZ ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

GRAGA & CO.
(Established 1896.)
No. 27, Des Voeux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.
View and Artistic Postcards, Novels, Cigars and all other Philatelic Goods.
Now on view a fine collection of 4,600 STAMPS for $750.
Inspection cordially invited. 621

JUST ARRIVED.

AMERICA'S LEADING W.B. CORSET.

GREAT DEMAND FOR LONG WAIST,
ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central.

Hongkong, 27th August, 1908. 651

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central market) Telephone No. 515. 660

SANG MOW.
RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. 401

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweiliu, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY the 28th day of September, 1908, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at KAI LUNG WAN, in Colony of Hongkong, for a term of 75 years. 1325

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements.	Contents in Acres.	Annual Rent	Upset Price
23	Farm Lot No. 75.	Between Rural Building Lot and Government Cemetery, Kai Lung Wan.	N. feet, S. feet, E. feet, W. feet — As per plan.	23.08	630	$ 2,868

AUCTION SALE
OF
VERY VALUABLE LEASEHOLD PROPERTY.

Being the Remaining Portion of Section "B" of Inland Lot 115 (No. 5, SHELLEY STREET)

Situate at
VICTORIA, HONGKONG

TO BE SOLD BY ORDER OF THE MORTGAGEE.

By
PUBLIC AUCTION
On TUESDAY,
the 6th OCTOBER, 1908, at 2.30 o'clock in the Afternoon,
IN ONE LOT

By
MR. GEORGE P. LAMMERT, Auctioneer, at his Auction Rooms in Duddell Street.

The Property consists of:—

ALL THAT Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the REMAINING PORTION OF SECTION "B" OF INLAND LOT 115 and all Buildings thereon consisting of No. 5, SHELLEY STREET, and the Appurtenances thereto belonging, held under the Crown Lease of Inland Lot 115, dated the 16th day of March 1843, for the term of 75 years from the 2nd March, 1846, subject to an apportioned Crown rent and to the covenants and conditions contained in the said Lease.

For Further particulars apply to
MESSRS. DENNYS & BOWLEY,
Solicitors, Supreme Court House, Hongkong
or to
MR. GEORGE P. LAMMERT,
Auctioneer.

Hongkong, 18th September, 1908. 1313

FOR SALE

FOR SALE.

JAP PUG, Black and White, well bred, Shapely, $85.

Apply—
"ABSENCE,"
Care of "Daily Press" Office.

Hongkong, 12th September, 1908. 1287

FOR SALE.

A COUNTRY-BRED CHESTNUT MARE (Indian).

Apply to
THE MANAGER,
Kennedy's Horse Repository.

Hongkong, 10th September, 1908. 1284

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,200 Gallons Juice per hour, comprising:

1 Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Megass Carriers complete.
Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.
1 Triple Effet of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.
1 Juice Heater of 800 square feet heating surface.
8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns
4 Filter Presses 25 inches square with 31 Chambers each.
2 Eleminators with Copper Coils &c.

The above as supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue.
2 Stirling Boilers working at a pressure of 160lbs., per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.
1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.
1 Electric Lighting Plant.
Factory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with megass fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—
THE STRAITS SUGAR CO., LD.,
27, Austin Friars,
London, E.C.
or to
JOHN TURNER,
Penang,
Straits Settlements.

Hongkong, 27th August, 1908. 1231

TO LET

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 13th August, 1908. 785

SHAMEEN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to— POWEL GRANT.

Canton, 31st August, 1908. 1241

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellet. Furnished. From 1st October, 1908 to 30th June 1909. Rent $100 a month and taxes.

OFFICES in Bank Buildings, Top Floor.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central.

BELILIOS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street.

No. 3, DUDDELL STREET Shop.

No. 2, DES VŒUX VILLAS (PEAK).

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.

Hongkong, 12th September, 1908. 89

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to—
DAVID SASSOON & Co. LTD.

Hongkong, 7th April, 1908. 96

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply— SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. [91

TO LET.

COAL YARD. Immediate Possession. A PORTION of COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, formerly occupied by Messrs. CHIT CHEONG & Co., Coal Merchants.

Apply to— N. MODY & CO.,
54, 56, Queen's Road, Central.

Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.

Hongkong, 28th July, 1908. 1013

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LD.

Hongkong, 15th August, 1908 1018

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of GABRELS, BOEHNKE & Co.,
King's Buildings, 3rd Floor.

Hongkong, 8th August, 1908. 1164

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO
Same address.

Hongkong, 28th January, 1907. 270

TO LET
FROM 1ST MAY

KOWLOON MARINE LOT 48, Yaumati, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B., Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1908. 86

TO LET

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central.

Hongkong, 10th June, 1908. 947

TO LET.

NO. 75, CAINE ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.

Hongkong, 3rd September, 1908. [90

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st September, 1908. [85

TO LET.

ONE ROOM Suitable for Office, Des Vœux Road, Central.

Apply to
FREDERICK ELLIS,
Estate Agent,
8A, Des Vœux Road Central.

Hongkong, 18th September, 1908. 1280

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 31st July, 1908. [88

TO LET.

NOS. 3 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Cheap rental.

Apply to—
SPANISH PROCURATION,
2, Seymour Road.

Hongkong, 4th September, 1908. 1264

TO LET.

THE NEUK No. 84, The Peak, fully Furnished, Garden and Tennis Court for immediate possession.

Apply to
PERCY SMITH & SETH,
No. 5, Queen's Road Central.

Hongkong, 9th September, 1908. 1279

STORAGE.
FOR COAL, TIMBER, &C.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906 [84

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods

G. K. HAXTON, Manager.

Hongkong 1st April, 1908 43

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1261

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1, A.B.C., and Engineering Code Cs.
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks	714 "
Width of Entrance on Top ...	96½ "
Width of Entrance on Bottom...	83½ "
Water on Blocks at Spring Tide	34½

DOCK No. 1.

Extreme Length...	523 feet.
Length on Blocks	513 "
Width of Entrance on Top ...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	24 "

DOCK No. 2.

Extreme Length...	371 feet
Length on Blocks	356
Width of Entrance on Top ...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1008

MAIL TABLES
FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... 30 Cents
On Paper ... ... 20 "

On Sale at the *Hongkong Daily Press* Office

Hongkong, 17th January, 1908.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907 £18,114,624.

I.	Authorised Capital.....	£3,000,000		
	Subscribed Capital	2,750,000		
	Paid-up Capital	687,500	0	0
II.	Fire Funds	3,065,374	15	7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st July, 1908. 1019

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 5th September, 1908. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1908 28

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PATHAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th Oct., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 15th September, 1908. 1298

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th September, 1908. 1299

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Britannia"
From Persian Gulf ex B. I. S. N. & B. & P.-S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th September, 1908. [1

NORTHERN PACIFIC STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "INVERIC,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th September, 1908. 8

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000,
= about Mex. $7,222,222
RESERVE FUND ... ... Gold $3,250,000
= about Mex. $7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong 8th April, 1908. 1103

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER $14,000,000
$29,000,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
E. SHELLIM, Esq.—Chairman.
HON. MR. W. J. GRESSON—Deputy Chairman.
E. G. Barrett, Esq. | W. Helms, Esq.
C.G.R. Brodersen, Esq. | C. R. Lennmann, Esq.
G. Friesland, Esq. | R. Shewan, Esq.
C. S. Gubbay, Esq. | Hon. Mr. H. A. W. Slade
H. E. Tomkins, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. 20

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application
INTEREST on deposits is allowed at 3½ Per Cent. per annum.
Depositors may transfer at their option balances $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January 1907. 21

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,200,517.37 (£183,376)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.
BRANCHES at: Singapore, Sourabaya Samarang, Indramajoo, Bandoeng and Weltevreden.
CORRESPONDENTS at: Cheribon, Toga Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai,

BANKERS:
London: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.
Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.
INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Despoist: 12 months 4% per annum
do. 6 do. 3½% do.
do. 3 do. 3% do.
C. WOLDRINGH Manager.
No. 16, Des Vœux Road Central
Hongkong, 19th August, 1908. 261

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.

Capital Subscribed (paid-up).....Yen 5,000,000
Reserve Fund.....Yen 1,140,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kobe	Tainan
Anping	Nagasaki	Tamsui
Foochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Account Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 16th September, 1908. 783

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow Tientsin, Peking, Tsinanfu, Tsingtau, Kobe Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KONNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT, DEUTSCHE BANK, S. BLEICHRODER, BERLINER HANDELS-GESELLSCHAFT, BANK FUER HANDEL UND INDUSTRIE — Berlin.
ROBERT WARSCHAUER & Co., MENDELSSOHN & Co., M. A. VON ROTHSCHILD & SOEHNE, JACOB S. H. STERN — Frankfurt a/M
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND..... £1,525,000
RESERVE LIABILITIES OF PROPRIETORS..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent
for 6 " 3½ "
for 3 " 2½ "
JOHN ARMSTRONG,
Manager.
Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... " £1,500,000
SUBSCRIBED ... ... " 1,125,000
PAID-UP ... ... " 562,000
RESERVE FUND ... ... " 210,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts the rate of 2 per cent. per annum on Daily balance.
ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.
EVAN ORMISTON,
Manager.
Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 15,100,000

HEAD OFFICE — YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	Kobe	Osak
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chefoo	Tientsin	Peking
Newchwang	Dalny	Port Arthur
Antung	Liaoyang	Mukden
Tieling	Chang Chun	

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. 524

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84
(about £479,407

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY BATAVIA.
Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kote-Radja, (Acheen) Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
do. 6 do. 4% do.
do. 3 do. 3½% do.
J. L. VAN HOUTEN, Agent.
Hongkong, 16th July, 1908.

THE TSAR'S SPY,

MYSTERIOUS RUSSIAN'S WORK IN LONDON.

The secret agent of the Russian Government who keeps a keen eye upon all Russians visiting England is no ordinary detective, but the motive power of a heterogeneous body of independent individuals representing several nationalities, occupying no official positions and receiving no fixed emolument, each working on his instructions for a specific purpose when called upon, and being paid according to the services rendered.

A very interesting man is this Russian "agent," and a very plucky one. It is doubtful whether any Russian could be in London for a week without his (or her) whereabouts and the object of the visit being noted by the distinguished-looking foreigner whose business it is to believe every fresh arrival from Russia guilty of intrigue of some kind until he has satisfied himself that he (or she) is innocent. And he knows nearly as much of the Paris as the London Russian colony. His employees are necessarily not all of the highest standard of integrity, and when paying for information he is not always confident that he is receiving value for his money, but takes his chance when it is worth his while to do so. He examines a man offering information whom he does not trust entirely as if he were a "juge d'instruction," and his visitor a prisoner. On one occasion when a gentleman desirous of making the acquaintances of so interesting a man invited him to his house through a mutual acquaintance, the Russian carefully inquired into the occupation and political sympathies of his would-be host. He appears to have no fear of violence or even death, only a strong objection to being "scored off."

MAN OF MANY ADDRESSES.

Needless to say, this trusted and highly remunerated servant of the Russian Government does not advertise his whereabouts by using an office. It is more than probable that a stray constable has sometimes been struck by the "shady" appearance of an occasional visitor to a peaceful villa in a certain fashionable suburb, or that a restaurant waiter has wondered at the marked difference between the dapper customer who pays the bill and the unshaven, out-at-elbows guest. Some of his assistants are, however, by no means of shabby appearance. He frequents no restaurant in particular, but the man who wants to find him on urgent business will probably succeed if at dinner-time he looks in at some half-dozen places in rapid succession. Those few who know his villa are not sure of finding him there. He may be staying in an hotel or in a furnished flat near Piccadilly.

There is just now an even more mysterious Russian residing in London, who takes a keen interest in Russian exiles, especially those who are possessed of ample means. He was at one time connected with the St. Petersburg police, and is believed to have been in the personal confidence of the Tsar. He lives in far more luxurious style than the accredited secret service agent. His flat, in the heart of clubland, is elegantly appointed, and his motor and horse carriage and his furs are greaty admired by his neighbours, among whom he is supposed to be connected with the Russian Embassy. But in diplomatic circles he is unlocatable; the St. James' Club does not know him, even as a visitor.

He too has emissaries in his employ, and not being so intimately acquainted with London as the official representative of the Russian police, is more dependent on them. His knowledge of English is very imperfect, and he would hardly pass as an educated foreigner. In some of his negotiations, mainly connected with Russian exiles in both Paris and London he has shown a lack of that astuteness which marks the ordinary "agent" of a foreign Power. Everything points to his being a "free lance," and to the Embassy being either ignorant of, or studiously indifferent to the nature of his business, which seems to be as lucrative as it is mysterious.

HOW TURKISH WOMEN HELPED THE REVOLUTION.

SECRET COURIERS.

Since leaving Uskub for Monastir, writes the special correspondent of a London contemporary, I have discovered that the marvellous transformation of Turkey into a constitutional State has been greatly helped by the Turkish women. They have been employed by that all-powerful organisation, the Young Turk party, in work which would often have been very difficult, if not impossible, to accomplish with safety by the men.

Indeed, a remarkable feature of a remarkable situation is the aspiration to freedom of the Turkish women here. In Salonika or Constantinople, where there is a large foreign element, it is less astonishing; but that it should reach Monastir shows that the movement is indeed far-reaching.

In Salonika a lady of distinction, wife of a Young Turk officer, appeared in the streets unveiled and carrying a banner on the day that the Constitution was proclaimed. Far from meeting with criticism, she was applauded, and her husband's comrades publicly kissed her hands.

In Monastir they are not quite so far yet, but I have had the satisfaction of being received in the harem of Kesim Pasha, a rich merchant and Young Turk adherent. He introduced me to his wife, Belkiss Hanum, and to his sisters, Farrak Hanum and Monsar Hanum. They were not veiled, were European dress, and had all the charm of high-bred, cultured women. They spoke French, and Belkiss Hanum conversed with ease on the political questions of the day.

PRIVILEGED MESSENGERS.

All had helped in the conspiracy, or, as they called it, "preliminary work," for the realisation of the present state of things. Many women, they told me, had travelled to and from different centres with important communications. As couriers they were more useful than men, being immune from molestation.

In order to parry spies in their dwellings, several ladies in Monastir had of late years dispensed with servants, performing menial duties themselves. Again, some ladies dressed in black, to put on white for the first time when the Constitution was proclaimed.

"There has been no woman spy among us," said Belkiss Hanum. When I asked if their own emancipation was part of the movement an energetic "Yok, yok, yok!" (No) came from all three. They would prosecute no claim for the moment, but the freedom of one sex would necessarily entail that of the other.

The Koran does not prescribe seclusion for women. It arose rather from custom than religion. We spoke of Christianity and all it had done for women, and of the circulation of the Bible.

The Bible is revised in Turkey to ensure loyalty to the Sultan. Thus the word Macedonia does not occur in the Epistles. Instead of "Macedonians" the great Apostle alludes to "dwellers in the Kossovo, Bitol, and Pristhin vilayets"! By the way, nowhere are geographical names more distracting to foreigners than here. The connection between Bitol and Monastir is not apparent, but to endeavour to reach the city by means of the latter name would take one far afield.

These daughters of the Prophet, entertaining a foreigner for the first time, had the most perfect self-possession of any ladies I ever met. Their quiet dignity and slow, graceful gestures were exquisite. I can think of nothing more fascinating than these women, combining the intellectuality of the West with the charm of Eastern reserve. In appearance their dull white complexion startles at first, but it undoubtedly throws out the clear lustre of their eyes and hair, which is marvellous.

Coming on here from Uskub many changes could be noted in the disposition of the populations, who seem already quite familiar with the Constitution and a little disenchanted with what it has brought. Deep dissatisfaction is shown by the Albanians.

The Albanian has never fused with any other branch of humanity but is loyal to the Sultan. At present, however, it has dawned on the tribal chief that they are no longer free to harry the Christians at pleasure and they are holding councils to consider the situation.

FASHIONS AND FANCIES.

IS SIMPLICITY RETURNING?

An unexpected turn was given to dress towards the end of the present season by the wonderful simplicity that characterised the gowns worn at the July meeting at Newmarket and again at Goodwood. Many of our fairest and best-dressed appeared on both occasions in linens with about a tithe of the embroidery usually considered necessary to make this material sufficiently splendid for their wear. Cotton gowns with printed flowers. French muslins bordered with flowers and dotted with black, brown, blue, or green all over a surface of white or cream colour, found themselves among the most elaborate of toilettes on the lawn and under the trees among the refreshment tents at Goodwood. What does this betoken for next season? Are our élégantes going to disport themselves as amateur dairymaids and hay-makers? The reappearance of the Invense tunic gives some colour to the suggestion, but how will dairymaids and hay-makers look against the background of the London season? That is the question.

A FLORAL TOUCH.

A pretty little fashion was brought in with the Directoire gowns, that of wearing a little bunch of flowers tucked in to the left side of the bodice. These flowers were seldom natural, but the artificial are now so beautifully made and so cleverly perfumed with the natural odour of the flower they represent that they are really preferable for this purpose to the real. A very pretty grey silk voile costume, cut Directoire fashion and filled in with the snowiest of white crêpe at the neck, was trimmed round the skirt with a band of black silk headed with an inch wide double-fold of rose pink silk. The trimmings on the bodice were carried out to match this, and the belt was black silk disappearing and reappearing under the folds of the gown in true Directoire fashion. A bunch of pale pink carnations was tucked into this belt on the left side, just below a very wide bow of black silk bordered with pink. The immense hat worn with it was black chip with very large black wings, huge bows of black silk, and one enormous Malmaison carnation with an aigrette of its leaves introduced amid the volume of black.

THE FUTURE OF GREY.

There has been an absolute rage for pale grey displayed during the whole of the now past season, and there is no doubt that this liking for a very lovely colour will be continued for at least some time. At His Majesty's Courts some of the most admired of the gowns were in palest grey, and it is said that a very distinguished personage remarked that no other colour appeared to show off beautiful jewels so well as this. Such a remark from such a source will no doubt contribute to the popularity of a refined and effective colour, which is none the worse for its negative quality. It used to be said of black that no one could look fast in that negation of all colour. Old-fashioned people might imagine that the same would be true of grey. Amusingly abundant could be the instances given of the exact opposite of this. How extraordinary it appears that the smart women of the fashionable world appear to model their costumes upon the smartly-dressed of the half-world, while the latter do their best to resemble their more respectable sisters. There has been a tug-of-war in this respect for pale grey during this season.

A BLUE SEASON.

The prophets were very certain at the beginning of the London sea on that it was to be a white one. Instead of that, it turned out to be a pale blue season, and never before have there been such very lovely tones of blue seen as during the last few months. Pretty as Nattier blue is and Saxe, some of the new tones of greyish water-blue and greenish pale blue, have outrivalled these. The worst of it is, however, that with these lovely colours those choosing them forget to take into account the quality of their own complexions and the tint of their own hair. Blue, perhaps, is not so dangerous as pink, but it is regrettable to see the pasty-faced girl accentuating most unconsciously her pastiness of face by wearing in close proximity to her complexion a very lovely, soft, yet vivid shade of blue which, with a pink and white complexion and brightly tinted hair, would have a very different effect, enhancing these charms. For the autumn there are prepared dainty little sets of ruffs, muff, and toque in feathers, and many of these are in the shades of blue to which I have referred. Do not, dear reader, choose these blues too bright. There is a rather safe tone resembling that of the lobelia. This is almost invariably becoming. Paler blues are admirable when worn with such perfect complexions as that, for instance, of Princess Alexander of Teck. She is very fond of this bright blue, which is just a tone darker than her bright eyes.

SOME OTHER COLOURS.

I have already referred to the very becoming quality of a vivid tone of emerald green. This, too, is well represented in the little sets of muff, and toque. A similar warning to that conveyed above must be suggested to my readers. Tones of purple, again, are occasionally very trying. The sweet shade of mauve that our Queen is so fond of wearing is comparatively harmless, but the very vivid, pontifical purple makes some wearers look absolutely cadaverous.

ABOUT SHOES.

Another item in which a decided change was made during the just past season, is in the colour of shoes. Last year we were practically limited to black, white, brown and grey. This year out-of-door costumes are worn with blue, red, green or purple shoes. There is no doubt that very artistic results can be obtained by having the shoes in harmony with the dress, and it is likely that in this particular of bright colours our chaussure will attain many developments before the end of 1909.

AND ABOUT GLOVES.

This time last year we were all wearing short sleeves and long gloves. Now we are wearing long sleeves and short gloves, and those who still cling to the short sleeves are allowed a nice cool interval of uncovered arms between the end of the sleeves and the beginning of the gloves. In this hot weather, this is a distinct advantage, and so far as long sleeves are concerned, they, too, are very cool and airy, being made of the finest materials or lace, and just long enough to cover part of the back of the hands—*The Globe.*

CALIFORNIA'S FIRST PONY EXPRESS.

Mr. Cornelius Cole, ex-Senator from California, tells in his "Memoirs" how the first "pony express" reached Sacramento, California, long before the first transcontinental railroad was surveyed. "Those who were there to witness it will never forget the arrival of the first of these express messengers at Sacramento. It was an occasion of great rejoicing, and everybody, big and little, old and young, turned out to see the fun. All business for the time was suspended; even the courts adjourned for the event. A large number of the citizens of all classes, grave and gay, mounted on fast horses, rode out some miles on the line to meet the incoming wonder.

"The waiting was not long. The little rider upon his charger, under whip and spur, came down upon them like a meteor, but made not the slightest halt to greet his many visitors. Then began a race of all that waiting throng, over the stretch back to the city, the like of which has never been seen. It may have been rivalled in speed and confusion by some of the cavalry disasters during the war that presently followed, but the peaceful people of Sacramento, I am sure, never beheld anything of the kind before or afterward. The whole cavalcade, shouting and cheering, some waving banners and bareheaded, riding at the top of their speed, dashing down a street, might have been taken, had it occurred on the plains, for a band of wild Comanches, but the little mail carrier paid no attention to them and kept in the lead."

AMERICAN WOMEN.

Newspaper discussion, contributed by indignant women, is growing, says a New York dispatch, round some biting criticisms made by Professor Herrick, of Chicago University, upon the lives of American women of the wealthy classes. He has published a novel called "Together." This is a typical passage from it, and one of the mildest of several quoted by the Press:—

"The flower of successful womanhood—those who have bargained shrewdly—are to be found over-fed, over-dressed, in great hotels, mammoth steamers, and luxurious trains rushing hither and thither on idle travels. They have lost their prime function—they do not bear children. They are free, as never women were before. And these women are custodians of men, not merely of their purses, but of their souls."

In another passage Professor Herrick is quoted as saying that the wives of Americans will sell themselves body and soul for money. Greed is their principal characteristic. One of his characters speaks of egotism as the pestilence of the day which has corrupted the women in whom should be the nation's greatest conservative element.

Other passages from the book as quoted are of a bluntness bordering on licence. The newspapers reproduce them with enjoyment as a bait to the libelled ladies to retort upon Professor Herrick, which they do in the strongest terms.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 19th inst., and is due here to-day at daylight.

The H.A.L. str. *Siberia* left Manila on the 20th inst. at 6 a.m., and may be expected here to-morrow a.m.

The C.P.R. str. *Lemox* arrived Kobe at 8 a.m. on Saturday, the 19th inst., and left again at noon Sunday for Yokkaichi, where she was due to arrive at 7 a.m. yesterday.

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A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them or nominal them, know their enormous value. At all Chemists and Stores, or post free 8/- MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

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1118

SHIPPING.

ARRIVALS.

AHAKA, British str., 21st Sept.—Canton.
ARABIA, German str., 2,868, Neumann, 21st September—Portland 18th August, and Nagasaki 16th Sept. Flour—P. A. S. S. Co.
FOOCHOW, British str., 29th Sept.—Canton.
GERMANIA, German str., 1,990, Flugel, 21st September—Sydney 8th August, Copra—Siemssen & Co.
IDOMENEUS, British str., 4,256, H. Nish, 21st September—Shanghai and Foochow 19th Sept., General—Butterfield & Swire.
INDRAMAYO, British str., 2,370, E. T. Thirkell, 21st September—Keelung 19th September, General—Shewan, Tomes & Co.
NGPING, Chinese str., 20th Sept.—Canton.
CHOW, British str., 1,215, G. Hooker, 21st September—Tientsin September 15th, and Weihaiwei 17th, General—Butterfield & Swire.
IE, German str., 1,169, Christiansen, 20th September—Salina Cruz 11th Aug., Ballast—China Commercial Steamship Co.
OSHING, British str., 1,312, W. McIntosh, 20th Sept.—Shanghai 17th Sept., General—Butterfield & Swire.
ING, British str., 1,179, W. F. Bichard, 21st September—Wakamatsu 16th Sept., Coal—Jardine, Matheson & Co.
WILMINGTON, Am. gunboat, 21st Sept. Canton.
YETOHORU MARU, Japanese str., 3,067, K. Sado, 21st September—Singapore 14th Sept., General—Nippon Yusen Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

21st September.

Abana, British str., for Saigon.
Foochow, British str., for Shanghai.
Kweichow, British str., for Canton.

DEPARTURES.

20th September.

TAISHUN, Chinese str., for Canton.
TIENTSIN, British str., for Canton.

SHIPPING REPORTS.

The British str. *Shooksing* reports: Moderate to light S.W. wind to Breaker Point, from there to Port Fresh N. E. wind with high Easterly swell, overcast and rainy.

VESSELS IN DOCK.

September 21st.

ABERDEEN DOCKS.—*Proteus.*
KOWLOON DOCKS.—*Sorsogon*, H.M.S. *Whiting*, U.S.S. *Albatross*, *Montowes*, *Kiang To*, *Hupeh*, *Kwong Tung*, *Hel ngoh*, *Shantung*.
COSMOPOLITAN DOCKS.—*Pocahontas.*

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"HAICHING,"

Capt. Passmore, will be despatched for the above Ports TO-DAY, the 22nd Sept., at 2 P.M.

A Reduction of 20 per cent. on First Class Fares to Foochow will be made during the month of September.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 18th September, 1908. 1321

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SS. "INDRAMAYO" On 22nd Sept., 5 P.M.

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Hongkong, 22nd September, 1908. 1271

FOR SHANGHAI, YOKOHAMA KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 23rd inst., at Noon, instead of as previously advertised.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

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DAVID SASSOON & Co., LTD.,
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Hongkong, 22nd September, 1908. 1295

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 23rd inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 21st September, 1908. 1308

FOR SAN FRANCISCO VIA PHILIPPINE ISLANDS.

THE Steamship

"DE KOTAH,"

Capt. W. Ross, will be despatched as above on or about 30th September, 1908.

For Freight and Passage, apply to—
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Oriental Freight Department,
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Hongkong, 19th September, 1908. 1263

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SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 3rd Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 7th October.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k.w.	Kotzte	HAMBURG-AMERIKA LINIE	About 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrant	HAMBURG-AMERIKA LINIE	On 31st October.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	JNABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 14th Oct., at D'light
MARSEILLES, HAVRE & COPENHAGEN	TRANQUEBAR	Dan. str.	—		MELCHERS & Co.	Middle of October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 24th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	VORWAERTS	Aus. str.	—	B. Bednarz	SANDER, WIELER & Co.	About 25th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INDRAMAYO	Aus. str.	—		SHEWAN, TOMES & Co.	To-day, at 5 P.M.
NEW YORK	VANDALIA	Ger. str.	k.w.	Karberg	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	SHIMOSA	Brit. str.	—		DODWELL & Co., LD.	On 10th October.
SAN FRANCISCO VIA PHILIPPINE ISLANDS	DAKOTAH	Brit. str.	—	W. Ross	STANDARD OIL CO.	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 26th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 3rd Oct., at Noon.
VICTORIA B.C., & TACOMA VIA KEELUNG & JAPAN	INVERIC	Brit. str.	—	Jas. Boyd	DODWELL & Co. LTD.	On 26th inst.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	1 m.	K. Kawara	NIPPON YUSEN KAISHA	On 13th Oct., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 8th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 10th Oct., at 4 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 15th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th Oct., at Noon.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 2nd Oct., P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
JAPAN	TJIPANAS	Dut. str.	—	Pand r	JAVA-CHINA-JAPAN LIJN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL OLRY	Fren. str.	—		P. NALIN	On 12th October.
TIENTSIN VIA SWATOW, TSINGTAU, WEIHAIWEI, &C.	CHIPSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD	To-day, at Noon.
CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI & KOBE	YETOROFU MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, YOKOHAMA, KOBE & MOJI	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., LTD.	To-morrow, at Noon.
SHANGHAI	YATSHING	Brit. str.	—		JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	Ger. str.	—	F. Proesch	MELCHERS & Co.	About 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIEN	Fren. str.	—	Martin	MESSAGERIES MARITIMES	On 28th inst., P.M.
SHANGHAI	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 1st October.
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 2nd October.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co., LD.	On 2nd Oct., at Noon.
SHANGHAI, YOKOHAMA & KOBE	PEKING	Dan. str.	—		MELCHERS & Co.	On 3rd October.
SHANGHAI, YOKOHAMA & KOBE	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 18th October.
SHANGHAI	TJILIWONG	Dut. str.	—	Jurriaanse	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	Ijichi	OSAKA SHOSEN KAISHA	On 30th inst., at 10 A.M
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 27th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 b	Passmore	DOUGLAS LAPRAIK & Co.	To-day, at 2 P.M.
HOIHOW, PAKHOI & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA	TEAN	Brit. str.	1 m.	W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 25th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN TOMES & Co.	On 26th inst., at Noon.
MANILA	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	On 3rd Oct., at Noon.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 2nd Oct., at 4 P.M.
CEBU & ILOILO	ANHUI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Middle of October.
BOMBAY VIA SINGAPORE & COLOMBO	TAKASAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	J. G. Olifent	DAVID SASSOON & Co., LTD.	To-morrow, at 1 P.M.
SINGAPORE, & SOURABAYA	CHUNSANG	Brit. str.	—	Cox	JARDINE, MATHESON & Co., LD.	On 25th inst., at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 9th Oct., at 1 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAHI	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LIJN	Quick despatch.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. AND TACOMA

VIA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	Jas. Boyd	On 26th September.
CRAIGVAR	4,415	B. C. Edmonds	On 9th October.
SUVERIC	6,235	W. Shotton	On 10th November.
KUMERIC	6,232	F. S. Cowley	On 1st December.
YEDDO	4,563	G. B. McGill	On 22nd December.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 22nd September, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN" Capt. T. PROSCH	About Wed'day 23rd September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Thursday, 24th Sept., at NOON.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 8th Oct., at NOON.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd September, 1908. 5

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER,
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (*Subject to Alteration*).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE"	6,163	SATURDAY, 3rd Oct.	27th Oct.
"EMPRESS OF INDIA"	6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPRESS OF JAPAN"	6,000	SATURDAY, 7th Nov.	28th Nov.
"EMPRESS OF CHINA"	6,000	SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE"	6,163	SATURDAY, 12th Dec.	5th Jan. 09.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Candian Atlantic Ports or New York £71.10
Intermediate on Steamers and 1st Class Railways ... " £40, " " £42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

7

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIEN" Capt. Martin	On 28th Sept., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 29th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIEN" Capt. Broc	On 12th Oct., P.M.
MARSEILLES VIA PORTS	"VILLE DE LA CIOTAT" Capt. Barillon	On 13th Oct., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building.

Hongkong, 15th September, 1908 2

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZILS to RED SEA, BLACK SEA, LEVANT; VENICE and ADRIATIC PORTS.

THE Company's Steamship

"VORWAERTS,"

Capt. Bednarz, will be despatched as above on or about the 25th September.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Princes' Buildings.

Hongkong, 29th August, 1908. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 3rd October at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 21st September, 1908. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SHIMOSA" ... On 10th October.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th September, 1908. 1276

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents for China and Japan

Hongkong, 4th August, 1898. 9

MITSU BISHI GOSHI KAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW, and KAMIYAMADA Collieries

SOLE AGENTS FOR
KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, A1, ABC 5th Ed., Western Union.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to

H OISHI,
Manager,
No. 2 Pedder Street, Hongkong.

Hongkong, 7th August, 1908. 716

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. E. W. Bruce	About 25th Sept.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 1st Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. T. H. Hide, R.N.R.	Noon, 3rd Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	NORE Capt. G. Philipps	About 7th Oct.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 22nd September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	* "SINGAN"	On 23rd Sept., 10 A.M.
MANILA	* "TEAN"	On 23rd Sept., 4 P.M.
CEBU and ILOILO	* "ANHUI"	On 23rd Sept., 4 P.M.
CHEFOO and TIENTSIN	† "KUEICHOW"	On 24th Sept., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	* "TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

TELEPHONE 36.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd September, 1908. 11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* TIENTSIN VIA SWATOW, TSINGTAU, WEIHAIWEI & CHEFOO	"CHIPSHING"	Tuesday, 22nd Sept., Noon.
† SHANGHAI	"YATSHING."	Wed'day, 23rd Sept., 4 P.M.
SINGAPORE & SOURABAYA	"CHUNSANG"	Friday, 25th Sept., 1 P.M.
* MANILA	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
† SH'HAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 2nd Oct., Noon.
* MANILA	"YUENSANG"	Friday, 2nd Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 22nd September, 1908 GENERAL MANAGERS. 16

HAMBURG-AMERIKA LINIE
HAMBURG.
EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:
S.S. SAMBIA ... 2nd Oct.
FOR SHANGHAI, YOKOHAMA & KOBE:
S.S. SENEGAMBIA ... 18th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE:
S.S. SITHONIA ... 28th Oct.
S.S. SCANDIA ... 10th Nov.
S.S. BRISGAVIA ... 18th Nov.
S.S. DORTMUND ... 28th Nov.

HOMEWARD.

FOR ALEXANDRIA, ANTWERP & HAMBURG:
S.S. SPEZIA ... About 28th Sept.
FOR HAVRE & HAMBURG:
S.S. BRASILIA ... 4th Oct.
S.S. SILESIA ... 18th Oct.
S.S. SAMBIA ... 31st Oct.

FOR NEW YORK ... S.S. VANDALIA ... On 25th September.

* Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 16th September, 1908. Hongkong Office. 12

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW, & AMOY.	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 27th Sept., at 2 P.M.
* ANPING VIA SWATOW & AMOY	"SHOSHU MARU" Capt. IJICHI	WED'DAY, 30th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table

† Taking Cargo on through Bills of Lading to all Yangtsze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 21st September, 1908. T. ARIMA, Manager. 13

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC Co., LD
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	On 3rd October.
MARSEILLES, HAVRE & COPENHAGEN	"TRANQUEBAR"	Middle of October.

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 21st September, 1908. 6

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6131	WED'DAY, 30th Sept., at Daylight
	INABA MARU Capt. Wm. Bainbridge, Tons 6189	WED'DAY, 14th Oct., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ TOSA MARU Capt. J. Nagao, Tons 5823	SATURDAY, 26th Sept., at 4 P.M.
	§ SHINANO MARU Capt. K. Kawara, Tons 6388	TUESDAY, 13th Oct., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon.
	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon.
SHANGHAI and KOBE	‡ YETOROFU MARU Capt. K. Sato, Tons 4165	TUESDAY, 22nd September.
BOMBAY via SINGAPORE, and COLOMBO	‡ TAKASAKI MARU Capt. A. Mooker, Tons 4746	WED'DAY, 30th September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. N. Ohno, Tons 6169	FRIDAY, 2nd Oct., P.M.

§ Fitted with Marconi's System of Wireless Telegraphy. ‡ Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Hongkong 21st September, 1908. MANAGER. 356

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Pekiang Tientsin,) Kobe, Yokohama.
GENOA to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 25 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

† AMIRAL OLRY ... 12th Oct. | = CEYLAN ... 26th Nov.
= CORSE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908. 782

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 26th Sept., Noon.
RUBI	2540	R. W. Almond.	Manila	On 3rd Oct., Noon.

* For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st September, 1908. 14

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
Japan Office: 14, WATER STREET, YOKOHAMA.

920

SOUTH MANCHURIA RAILWAY CO.

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOBE MARU" (2,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanchengtzu (in connection with Siberian Express trains at Harbin) by a train composed of excellently-equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908.)

BRANCH RAILWAY LINES:
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), ½ hour from Tashihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add.: "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and KWANCHENGTZU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C., 5th Ed., A1, and Lieber's. 1303

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSSEN & CO.,
HONGKONG.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Com. C. T. Fuller, Cruising
Astraea, 2nd class cruiser 4360 tons, 10 guns 7000 i.h.p., Captain F. E. C. Ryan Cocos Islands
Bedford, British cruiser, Capt. S. E. Erskine R.N., Cruising
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. Hon. R. O. D. Bridgeman, Wei-hai-wei
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Yangtsze
Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong
Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson, Nagasaki
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Shanghai
Hardy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Nagasaki
Hart, torpedo-boat destroyer, 295 tons, 6 guns 4,000 h.p., Lieut.-Comdr. G. C. Dickens, Nagasaki
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt.-Comdr. C. A. Freemantle, Nagasaki
Kent, armoured, 9800 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Cruising
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons Capt. L. Clinton Baker, Cruising
Kinsha, river gunboat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze
Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Jesselton
Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Cruising
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, West River
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Yangtsze
Otter, torpedo-boat destroyer, 385 tons, 6 guns; 6300 i.h.p., Paid off
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, Hongkong
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsze
Taku, torpedo boat destroyer, Bosn. Strath, Hongkong
Tamar, receiving ship, 4600 tons, 6 guns Rear Admiral Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. H. R. Godfrey, Yangtsze
Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. H. T. Attlay, Weihaiwei
Virago, torpedo-boat destroyer, 395 tons, 6 guns; 6300 i.h.p., Lieut-Comdr. Stevenson Nagasaki
Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. H. P. Douglas, Port Swettenham
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. J. Kiddle, Hongkong
Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox, Yangtsze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze

SHIPPING IN PORT.

STEAMERS.

ABANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.
AMARA, British str., 1,566, C. J. Matlock, 17th September—Swatow 16th September, Coal—Jardine, Matheson & Co.
AMBRIA, German str., 5,239, Deinat, 20th Sept.—Shanghai 16th September, General—Hamburg-Amerika Linie.
ANHUI, British str., 1,359, Plunkett Cole, 15th September—Moji 10th September, Coal—Shewan, Tomes & Co.
CHINA, American str., 3,186, D. E. Friele, 18th September—San Francisco 18th Aug., and Manila 16th Sept., Mails and General—Pacific Mail Steamship Co.
CHIPSHING, British str., 1,199, F. Mooney, 12th Sept.—Tientsin via Chefoo and Weihaiwei 4th Sept., General—Jardine, Matheson & Co.
CHOWTAI, German str., 1,115, W. Möllermann, 16th Sept.—Bangkok 8th September, Rice and Wood—Melchers & Co.
DERWENT, British str., 1,562, J. Jenkins, 16th September—Saigon 12th Sept., General—Chinese.
EMPRESS OF CHINA, British str., 3,046, R. Archibald, 17th September—Vancouver, B.C. 26th Aug. and Shanghai 14th Sept., Mails and General—C. P. R. Co.
FITZPATRICK, British str., Williams, 10th Sept.—Penang 30th Aug., General—Order.
FOOCHOW, British str. 1,228, French, 17th Sept.—Shanghai 13th Sept., General—Butterfield & Swire.
GREGEOY APCAR, British str., 2,961, S. H. Belson, 17th Sept.—Calcutta & Singapore 12th Sept., General—David Sassoon & Co.
HAICHING, British str., 1,267, W. C. Passmore, 20th Sept.—Foochow Sept. 17th, Amoy 18th & Swatow 19th, General—Douglas, Lapraik & Co.
HARBART, British str., 2,418, C. E. Bignell, 20th September—Mororan and Moji 14th September, Coal—Order.
HELIOPOLIS, British str., 2,967, J. W. Martin, 18th September — from Chinwantao — Gibb, Livingston & Co.
HUPEH, British str., 1,204, G. T. Spink, 10th September—Haiphong and Hoihow 9th September, General—Butterfield & Swire.
INVERIC, British str., 3,113, Jas. Boyd, 19th September—Tacoma and Manila 16th Sept., Flour—Dodwell & Co.
JAPAN, British str., 3,806, J. G. Olifent, 19th September—Kobe 14th September, General—David Sassoon & Co., Ltd.
KIANGPING, Chinese str., 1,222, Brissander, 13th September—Chinkiang 8th Sept., General—Chinese.
KWANGTAH, Chinese str., 1,534, Wm. H. Lunt, 16th Sept.—Shanghai 13th Sept., General—Chinese.
MANCHURIA, American str., 3,750, J. W. Saunders, 20th September—San Francisco 25th August, Mails and General—Pacific Mail Steamship Co.
MICHAEL JENSEN, German str., 951, H. Bendixen, 12th September—Samarang 2nd September, Sugar—Jebsen & Co.
MONTANES, American str., 211, C. Camus, 4th September—Manila 1st Sept., Ballast—Master.
MONTEAGLE, British str., 6,163, W. Davison, 9th September—Vancouver 15th August, & Shanghai 6th Sept., General—C. P. R. Co.
RAJAH, German str., 2,200, R. Petersen, 14th Sept.—Bangkok and Kohsichang 7th Sept., Wood, Salt, Rice and Meal—Butterfield & Swire.
SHANTUNG, British str., 1,835, Robinson, 14th September — Sourabaya 7th September, Sugar—Butterfield & Swire.
SIERRA BLANCA, British str., 2,338, H. de Gruchy, 20th September—Iloilo and Manila 17th September, General—Order.
SINGAN, British str., 1,047, F. Jamieson, 18th Sept.—Haiphong Sept. 12th, Pakhoi 15th and Hoihow 17th, General—Butterfield & Swire.
TAISHUN, Chinese str., 1,264, Klopfer, 19th September—Shanghai 16th Sept., General—Chinese.
TEAN, British str., 1,346, Outerbridge, 18th September—Manila 15th Sept., Sugar and Hemp—Butterfield & Swire.
TELEMACHUS, British str., 1,310, J. Williamson, 15th September—Saigon 11th Sept., General—Chinese.
TIENTSIN, British str., 1,223, E. L. Monkman, 19th September—Ningpo 16th September, General—Butterfield & Swire.
TJIMAHI, Dutch str., 2,409, J. Bouman, 18th September—Amoy 17th Sept., General—Java-China-Japan Lijn.
TJIPANAS, Dutch str., 2,444, A. Pander, 18th September—Macassar 10th Sept., General—Java-China-Japan Lijn.
TOSA MARU, Japanese str., 3,616, J. Nagao, 16th September—Japan and Shanghai 13th Sept., Match, Tea and General—Nippon Yusen Kaisha.
TRIUMPH, German str., 769, Hansen, 20th September — Haiphong Sept. 16th, and Hoihow 19th, Rice and General—Jebsen & Co.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.
JUTEEPOLIS, British ship., 2,480, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

POST OFFICE NOTICE

☞ Approximate times of closing mails at Shanghai via Dalny and Siberia.

25th September ... ... at 9 a.m.
2nd October ... ... at 1 p.m.
9th October ... ... at 8 a.m.

The *Zieten*, with the German mail of the 26th August, left Singapore on Saturday, the 19th inst., at 9 a.m., and may be expected here to-morrow, at 4 p.m.

FOR	PER	DATE
Hongay	*Amara*	Tuesday, 22nd 8.00 A.M.
Swatow, Tsingtau, Weihaiwei, Chefoo & Tientsin	*Chipshing*	Tuesday, 22nd, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	*Inverie*	Tuesday, 22nd, 1.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 22nd, 1.15 P.M.
Macao	*Sui Tai*	Tuesday, 22nd, 3.00 P.M.
Singapore	*Idomeneus*	Tuesday, 22nd, 4.00 P.M.
Shanghai and Kobe	*Yetorofu Maru*	Tuesday, 22nd, 4.00 P.M.
Singapore	*Indramayo*	Tuesday, 22nd, 5.00 P.M.
Chinkiang	*Kiang Ping*	Wednesday, 23rd, 9.00 A.M.
Hoihow, Pakhoi and Haiphong	*Singan*	Wednesday, 23rd, 9.00 A.M.
Hoihow and Bangkok	*Chowtai*	Wednesday, 23rd 11.00 A.M.
Bangkok	*Rajah*	Wednesday, 23th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	*Gregory Apcar*	Wednesday, 23rd, 11.00 A.M.
Singapore, Penang and Calcutta	*Japan*	Wednesday, 23rd, 11.00 A.M.
Straits and Colombo	*Ambria*	Wednesday, 23rd, 1.15 P.M.
Macao	*Sui Tai*	Wednesday, 23rd, 3.00 P.M.
Manila	*Tean*	Wednesday, 23rd, 3.00 P.M.
Cebu and Iloilo	*Anhui*	Wednesday, 23rd, 3.00 P.M.
Shanghai	*Yatshing*	Thursday, 24th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
EUROPE, &c., India via Tuticorin ... (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*P. E. Friedrich*	
Macao	*Sui Tai*	Thursday, 24th, 1.15 P.M.
Chefoo and Tientsin	*Kweichow*	Thursday, 24th, 3.00 P.M.
Saigon and Batavia	*Tjimahi*	Thursday, 24th, 4.00 P.M.
Yokohama, Kobe and Moji	*Tjipanas*	Thursday, 24th, 4.00 P.M.
Singapore and Sourabaya	*Chunsang*	Friday, 25th, NOON.
Macao	*Sui Tai*	Friday, 25th, 1.15 P.M.
Manila	*Loongsang*	Friday, 25th, 3.00 P.M.
Moji, Kobe, Yokohama, Honolulu, San Francisco and Portland	*Arabia*	Friday, 25th, 5.00 P.M.
Manila	*Zafiro*	Saturday, 26th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO ... (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*China*	Saturday, 26th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Macao	*Sui Tai*	Saturday, 26th, 1.15 P.M.
Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle	*Tosa Maru*	Saturday, 26th, 2.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) ... (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Empress of China*	Saturday, 26th, Printed Matter, and Samples ... 2.00 P.M. Registration ... 2.00 P.M. (Registration, with late fee of 10 cents, up to 2.45 P.M.) Registration, B.O. ... Kowloon 2.00 P.M. No late fee. Letters ... 3.00 P.M.
EUROPE, &C., INDIA VIA TUTICORIN ... (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Ernest Simons*	Tuesday, 29th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO ... (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Manchuria*	Wednesday, 30th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
		—OCTOBER—
Manila	*Yuensang*	Friday, 2nd, 3.00 P.M.
Manila	*Rubi*	Saturday, 3rd, 10.00 A.M.
EUROPE &c., India via Tuticorin ... (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 2nd Oct., at 5 p.m.	*Devanha*	Saturday, 3rd, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Manila, Yap, Friedrich Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	*Prinz Waldemar*	Thursday, 8th, 4.00 P.M. Friday, 9th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, B.O. ... Kowloon 10.00 A.M. No late fee. Letters ... 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO ... (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	*Hongkong Maru*	

BY ROYAL WARRANT.

THERE IS NONE BETTER
"CANADIAN CLUB"
WHISKY

TO BE HAD AT
H. BUTTONJEE & SON.
WINE & SPIRIT MERCHANTS.

Hongkong, 5th September, 1907.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 21st.

ON LONDON.—	
Telegraphic Transfer	1.9¼
Bank Bills, on demand	1.9⅛
Bank Bills, at 30 days' sight	1.9¼
Bank Bills, at 4 months' sight	1.9½
Credits, at 4 months' sight	1.9½
Documentary Bills 4 months' sight	1.9⅛
ON PARIS.—	
Bank Bills, on demand	223½
Credits, at 4 months' sight	228
ON GERMANY.—	
on demand	181½
ON NEW YORK.—	
Bank Bills, on demand	43½
Credits, at 60 days sight	44½
ON BOMBAY.—	
Telegraphic Transfer	133½
Bank, on demand	133½
ON CALCUTTA.—	
Telegraphic Transfer	133½
Bank, on demand	133½
ON SHANGHAI.—	
Bank, at sight	75½
Private, 30 days' sight	76½
ON YOKOHAMA.—On demand	87
ON MANILA.—On demand—Pesos	87½
ON SINGAPORE.—On demand	76½
ON BATAVIA.—On demand	108½
ON HAIPHONG.—On demand	11½ p.c. pm.
ON SAIGON.—On demand	11 p.c. pm.
ON BANGKOK.—On demand	85½
SOVEREIGNS, Bank's Buying Rate	$11.10
GOLD LEAF, 100 fine, per tael	$58.65
BAR SILVER, per oz.	.24

SUBSIDIARY COINS.

			per cent.	
Chinese	20 cents pieces	.....	$5.55	discount.
"	10 " "	.....	6.50	"
Hongkong	20 " "	.....	4.80	"
"	10 " "	.....	5.00	"

OPIUM.

September 21st.

Quotations are:—

Malwa New	$1100/1120	per picul.
Malwa Old	$1130/1140	"
Malwa Older	$1150/1160	"
Malwa V. Old	$1170/1200	"
Persian fine quality	$850	"
Persian extra fine	$925	"
Patna New	$1160	per chest.
Patna Old	—	"
Benares New	$1115	"
Benares Old	$1105	"

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Zieten* carrying the German Mails with dates from Berlin of the 26th ult., left Singapore on the 19th inst. at 9 a.m., and may be expected here to-morrow at 4 p.m.

The I.G.M. str. *P. E. Friedrich* left Shanghai via Foochow on the 20th inst. at 2 a.m., and may be expected here to-morrow p.m.

THE AMERICAN MAIL.

The T.K.K. str. *Hongkong Maru* with the American Mail, from San Francisco will sail from Yokohama on the 18th inst., and will be due to arrive in Hongkong, via the usual ports, on the 27th inst.

The G. N. str. *Minnesota* arrived at Yokohama on the 13th inst. will leave for Hongkong via usual ports of call on the 17th inst., and may be expected here on the 30th inst.

THE INDIAN MAIL.

The Indo-China str *Kutsang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on or about 28th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver p.m. on Wednesday, the 16th inst. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The A. L. str. *Verwaerts* left Shanghai for this port on the 18th inst. p.m., and is due here to-day a.m.

The British str. *Oriel* left Moji on the 17th inst., and is due to arrive here to-day.

The P. & O. str. *Sumatra* left Singapore for this port on the 18th inst. at 3.30 p.m.

The N.Y.K. str. *Tamba Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 19th inst., and is expected here on the 28th inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 17th inst., and is expected here on the 28th inst.

The N.Y.K. str. *Wakamiya Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 12th inst., and is expected here on the 3rd prox.

The str. *Craigvar* left Seattle for Hongkong via ports on the 26th ult.

The str. *Saint Patrick* left New York on the 28th July, for Hongkong via ports.

PASSENGERS.

ARRIVED.

Per *Shaohsing*, from Shanghai, Mrs R. D. Watt and family.

PASSENGERS EXPECTED.

Per I.G.M. str. *Prinzess Alice* due on the 7th October:—Mr and Mrs Richard Worbs, Mr and Mrs M. M. Logan, Mr and Mrs C. Iepsen, Mr and Mrs Karl Buschmann, Prof. Dr. and Mrs Neuhaus, Mrs Lloyd, Mrs H. Christensen, Rev. I. Cap, Messrs. R. Lenzmann, Gustav Jensch, F. Eberle, Th. Klehe, E. A. Carvalho, A. Carvalho, R. A. Carvalho and O. Bruckner.

Per I.G.M. str. *Kleist* due on the 22nd Oct.:—Mr., Mrs and Miss Echegoyen, Mrs Villets, Misses H. M. Underhill and Mendes, Messrs. T. Elizalade and family, H. Schneider, G. Bonorand, Karl Fritz, Karl Kiehlnecker, A. von de Laak, A. Esuard, F. Bamps, Rene de Pauw, L. Quintiller, J. Moermann, E. de Wett, J. Portelange, L. Vendelmann and R. Esquenet.

Per I.G.M. str. *Prinz Ludwig* due on the 5th November:—Mr and Mrs O. Siebler, Rev. and Mrs G. H. Waters, Mrs G. Ede, Mrs Drysdale, Misses L. Palmer, E. Williams and Andrews, Capt. I. Petersen, Capt. Chr. Ulderup, Messrs. H. Siebler, Schroder, O. Schutz and J. Weirich.

Per I.G.M. str. *Gneisenau* due on the 19th Nov.:—Mr and Mrs C. A. Moir, Mr and Mrs H. L. Dennep, Consul and Mrs Charles de Vionnois, Misses F. C. Dennep, G. Lowa, Strecker and M. German, Messrs. K. R. Dennep and E. Gruaetie.

Per I.G.M. str. *Buellow* due on the 3rd Dec.:—Mr and Mrs A. Turner, Mr and Mrs J. M. Beattie, and Miss B. Reenhardt.

Per I.G.M. str. *Derfflinger* due on the 17th December.

Per I.G.M. str. *P. E. Friedrich* due on the 31st December:—Inspector J. Nielsen & family.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. BUTTONJEE & SONS, Kowloon Store, No. 36, Elgin Road.
Messrs. HUNG CHEONG, Elgin Road.
Mr. AH YAU, Hongkong Ferry Wharf Stall

JOINT STOCK SHARES.

Hongkong, September 21st.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Ps 200	Nominal.
Banks—		
Hongkong & S'hai	$125	$770, sellers London £79.15.
National B. of China	£6	$51, buyers
Bell's Asbestos E. A.	12s. 6d.	$7½, buyers
China-Borneo Co.	$12	$10½, sellers
China Light & P. Co.	$10 / $1	$6½, sellers
China Provident	$10	$9½, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 52.
Hongkong	$10	$11.
International	Tls. 75	Tls. 62.
Laou Kung Mow	Tls. 100	Tls. 85.
Soychee	Tls. 500	Tls. 242½.
Dairy Farm	$6	$20, buyers
Docks and Wharves—		
H. & K. Wharf & G.	$50	$49, buyers
H. & W. Dock	$50	$96, sellers
New Amoy Dock	$50	$9½, sellers
Shanghai Dock	Tls. 100	Tls. 84.
S'hai & H. Wharf	Tls. 100	Tls. 16¼.
Fenwick & Co., Geo.	$25	$12, sellers
Green Island Cement	$10	$10 sales & sel.
Hongkong & C. Gas	£10	$185.
Hongkong Electric	$10	$18, buyers
Hongkong Hotel Co.	$50	$77, x d.
Hongkong Ice Co.	$25	$231.
H.K. Milling Co., Ld. in liquidation	$100	Nominal.
Hongkong Rope Co.	$10	$25, buyers
Insurances—		
Canton	$50	$215, sellers
China Fire	$20	$93½, buyers
China Traders	$25	$86½.
Hongkong Fire	$50	$320, buyers
North China	25	Tls. 82, buyers
Union	$100	$765, buyers
Yangtsze	$50	$190.
Land and Building—		
Hongkong Land Inv.	$100	$94, sellers
Humphrey's Estate	$10	$9½, sellers
Kowloon Land & B.	$30	$27, sellers
Shanghai Land	Tls. 50	Tls. 117.
West Point Building	$50	$40
Mining—		
Charbonnages	Fcs. 250	$580, buyers
Raubs	18/10	$71, sales & sel.
Peak Tramways	$10 / $1	$14. $2.
Philippine Co.	$10	$8, sellers
Refineries—		
China Sugar	$100	$125, sellers
Luzon Sugar	$100	$22.
Steamship Companies		
China and Manila	$25	$15, sellers
Douglas Steamship	$50	$34½, x.d., sellers
H., Canton & M.	$15	$28½, buyers
Indo-China S.N. Co.	£5	$35. $20.
Shell Transport Co.	£1	45/- buyers
Star Ferry	$10	$24½.
Do., New	$5	$15, buyers
South China M. Post	$25	$24, buyers
Steam Laundry Co.	$5	$53.
Stores & Dispensaries		
Campbell, M. & Co.	$10	$9, sellers
Powell & Co., Wm.	$7	$5.
Watkins	$10	$3, sellers
Watson & Co., A. S.	$10	$9½, buyers
Weissmann, Ld.	$100	$150.
United Asbestos	$4	$12¼.
Do. Founders	$10	$230.
Union Waterboat Co.	$10	$10½, sellers

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From September 22nd to 28th, 1908.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	22	m 7 1	6 7	m 0 31	4 4
		8 53 a	5 2	1 53 a	2 0
Wed.	23	m 7 50	6 9	m 1 23	4 0
		9 1 a	5 4	2 50 a	1 9
Thurs	24	m 8 28	7 0	m 2 7	3 7
		9 29 a	5 8	3 0 a	1 8
Fri.	25	m 9 3	7 1	m 2 46	3 3
		9 44 a	5 6	3 29 a	1 9
Sat.	26	m 9 37	7 0	m 3 13	3 0
		10 6 a	6 1	3 57 a	2 1
Sun.	27	m 10 11	6 9	m 3 9	2 7
		10 25 a	6 3	4 24 a	2 4
Mon.	28	m 10 4	6 6	m 4 35	2 5
		10 45 a	6 5	4 41 a	2 7

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 21st.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 a.m.
Barometer	29.78	29.80	29.84
Temperature	83	79	80
Humidity	72	85	85
Wind Direction	ENE	ENE	E
" Force	3	3	3
Weather	op	o	od
Rain		0.43	

Highest open air Temperature on 20th 86
Lowest open air Temperature on 20th 78

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Bouclier, gunboat, 140 tons, Reserve, Saigon
Bruix, armoured cruiser, 4,800 tons, 16 guns, 8,300 h.p., Capt. Rodhas,
Cimeterre, gunboat, 140 tons, Reserve, Saigon
Comète, gunboat 500 tons, 6 guns, 500 h.p. Capt. L. Gervais, Saigon
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Estoc, gunboat, 141 tons, Reserve, Haiphong
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Mousquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandraon, Saigon
Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze
Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Pusch, Tongku
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon
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Takiang, steam-launch, Upper Yangtsze
Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon
Vauban, torpedo-depot, Commander Mortenol, Hongay
Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang
Vipère, gunboat, 475 tons, Reserve, Saigon

GERMAN.

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Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Coerper, Shanghai
Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p. Captain Lans
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p. Captain Graf von Posadowsky-Wehner
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Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Captain Bölken
Niobe, cruiser, Captain Langemak
Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss
Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p. Captain Ross
Vaterland, gunboat—tons, 3 guns, 500 h.p. Captain Toussaint
Vorwaerts, gunboat, First Lieut. Riechers

ITALIAN.

Vesuvio, cruiser, 2165 tons Baron de Saint Pierre

PORTUGUESE.

Rio Lima, cruiser, 720, tons, 7 guns, Macao.

UNITED STATES.

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Callao, gunboat, 243 tons, Lt. Guy Whitlock, Shanghai
Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite
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Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite
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Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai
Dale, destroyer, 420 tons, Ens. G. V. Stewart Cavite
Decatur, destroyer, 420 tons, Ens. C. W Nimits, Cavite
Denver, cruiser, 3200 tons, Commander W. Cooperton, hanghai
Galveston, cruiser, 3200 tons, Commander B. W. Hodges Manila
Helena gunboat, 1392 tons, Commander R. M. Hughes, hanghai
Maryland, armoured cruiser, 13,680 tons, Capt. Thomas, Cruising
Mohican, (station ship), Lieut.-Commander M. L. Miller
Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo
Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo
Pennsylvania, armoured cruiser, 13,680 tons Capt. A. Ward Cruising
Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze
Rainbow, (Rear-Admiral Hemphill' flag ship) Comdr. E. E. Wright, Shanghai
Villalobos, gunboat, 370 tons, Lt. A. Andrews, Yangtze
Wilmington, gunboat, 1,800, Comdr. W. Rush, Canton

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